

APPROVED

June 19, 2007

Michigan State Administrative Board

Lansing, Michigan

June 5, 2007

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, June 5, 2007, at 11:00 a.m.

Present: Kelly Keenan, Chief Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Kristie Profit, Policy Advisor, representing John Cherry, Lt. Governor
Susan Leffler, Assistant Attorney General for Law, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joe Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Rhonda Zimmerman, Department of Environmental Quality; Joel Storchan, Department of Information Technology; Meagan Bryant, James Burris, Janet Rouse, Department of Management and Budget; Pam Lavender, Department of Transportation; Gordon W. VanWieren, Thrun Law Firm

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. Wolenberg moved to approve the minutes of the regular meeting held on May 15, 2007. The motion was supported by Ms. MacDowell and unanimously adopted.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

June 5, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **May 29, 2007** Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Jack Benal, Joel Storch, Department of Information
Technology; Sherry Bond, Elise Lancaster, Department of
Management and Budget; Kris Squibb, Department of Natural
Resources; Rick Dolan, Department of Transportation

The Finance and Claims Committee regular agenda was presented.

Following discussion, Ms. Lopez moved that the regular agenda be
recommended to the State Administrative Board for approval with Item
19(1) of the regular agenda tabled. The motion was supported by Mr.
Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

FINANCE AND CLAIMS COMMITTEE

May 29, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

June 5, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.

At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF ATTORNEY GENERAL

- | | |
|---|---|
| 1) Anthony G. Gulig, Ph. D.
Whitewater, WI | \$ 15,400.00 Amendment
\$ 39,700.00 New Total
FY07-08 100% Restricted Funds
Additional funds for a one-year
extension of the contract for
Expert Witness services in the
matter of the Isabella
Reservation of the Saginaw
Chippewa Indian Tribe |
| 2) Theodore Karamanski, Ph.D.
Palos Park, IL | \$ 21,250.00 Amendment
\$ 45,750.00 New Total
FY07-08 100% Restricted Funds
Additional funds for a one-year
extension of the contract for
Expert Witness services in the
matter of the Isabella
Reservation of the Saginaw
Chippewa Indian Tribe |
| 3) Thomas M. Cooley Law School
Lansing, MI | \$ 10,000.00 Amendment
\$ 34,900.00 New Total
FY07 100% Various Funds
Additional funds for the Law
Student Work Study Program |

2. DEPARTMENT OF CORRECTIONS

- 1) Catholic Social Services of
Lenawee County
Adrian, MI
\$ 40,000.00 Amendment
\$ 350,000.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers
- 2) Elmhurst Home, Inc.
Detroit, MI
\$ 467,664.00 Amendment
\$ 1,807,664.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers
- 3) Saginaw Psychological
Services, Inc.
Saginaw, MI
\$ 51,803.00 Amendment
\$ 1,611,803.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers
- 4) New Paths, Inc.
Flint, MI
\$ 335,279.00 Amendment
\$ 1,632,129.00 New Total
FY07 40% Federal Fund
60% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers
- 5) Community Programs, Inc.
Waterford, MI
\$ 392,445.00 Amendment
\$ 4,952,445.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers

2. DEPARTMENT OF CORRECTIONS continued

- | | | |
|-----|---|---|
| 6) | Kalamazoo Probation
Enhancement Program
Kalamazoo, MI | \$ 754,009.00 Amendment
\$ 1,814,009.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers |
| 7) | Project Rehab, Inc.
Grand Rapids, MI | \$ 159,725.00 Amendment
\$ 7,324,725.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers |
| 8) | Self Help Addiction
Rehabilitation, Inc.
Detroit, MI | \$ 143,897.00 Amendment
\$ 5,343,897.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers |
| 9) | Great Lakes Recovery
Centers, Inc.
Marquette, MI | \$ 114,398.00 Amendment
\$ 990,398.00 New Total
FY07 100% General Fund
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers |
| 10) | Marshall Plastic Film
Martin, MI | \$ 247,500.00 Total
FY07-10 100% Revolving Fund
Three-year contract to
purchase plastic film for milk
and juice pouches for Michigan
State Industries |

2. DEPARTMENT OF CORRECTIONS continued

- | | | |
|-----|--|---|
| 11) | Pharmacy Employment
Services, Inc.
Bloomfield Twp., MI | \$ 188,624.00 Total
FY06 100% General Fund
Requesting approval for one-
time purchase of pharmacy
staffing services for
prisoners |
| 12) | National Health
Resources, Inc.
Lansing, MI | \$ 35,838.00 Total
FY07 100% General Fund
Requesting approval for one-
time purchase of mental health
staffing services for
prisoners |

3. DEPARTMENT OF ENVIRONMENTAL QUALITY

- | | | |
|----|--|---|
| 1) | Mecosta County
Big Rapids, MI | \$ 510,617.00 Total
FY07 100% State Restricted
Scrap Tire Regulatory Funds
Scrap Tire Cleanup Grant |
| 2) | Council of Great Lakes
Governors
Chicago, IL | \$ 30,000.00 Total
FY07 100% Restricted Funds
For participation in this
organization |

4. DEPARTMENT OF HUMAN SERVICES

- | | | |
|----|--|--|
| 1) | Various Courts/Counties
(Listing on file) | \$ 245,833.00 Total
FY07 100% Federal Funds
Funding for a mental health
component in juvenile drug
courts |
|----|--|--|

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | |
|--|--|
| 1) Area Community Services
Employment and Training
Council
Grand Rapids, MI | \$ 300,000.00 Total
FY07 100% Federal Funds
Funding will be provided to
the grantee to provide
retraining and other services
to dislocated workers/program
participants directly affected
by plant closures/mass layoffs
in the areas served by the
grantee |
| 2) Statewide Workforce
Development Boards
(Listing on file) | \$ 15,630.00 Total
FY07-08 100% Federal Funds
Annual Wagner-Peyser funding
for the Statewide Workforce
Development Boards to provide
Employment Services as part of
the One-Stop System |
| 3) Detroit Regional Chamber
Detroit, MI | \$ 500,000.00 Amendment
\$ 600,000.00 New Total
FY07-09 100% Federal Funds
To provide additional federal
workforce innovation in
Regional Economic Development
(WIRED) funding for the WIRED
initiative for the State of
Michigan. Funding will prepare
workers for productive careers
in new/revitalized job areas |
| 4) Berrien/Cass/Van Buren
Michigan Works Agency
Benton Harbor, MI | \$ 340,000.00 Total
FY07 100% Federal Funds
Funding will be provided to
the Grantee to engage the
youth of Benton Harbor Area
School District in summer job,
education and training
activities |

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- | | | |
|----|--|---|
| 5) | Detroit Workforce
Development Department
Detroit, MI | \$ 800,000.00 Total
FY07 100% Federal Funds
Funding will be provided to
the Grantee to engage the
youth of Detroit in summer job
opportunities to earn wages,
stipends through paid work
based learning activities
integrated with classroom
activities or summer camp
enrollment |
| 6) | Thumb Area Employment and
Training Consortium
Marquette, MI | \$ 100,000.00 Total
FY07-08 100% Federal Funds
Grantee will receive federal
funding for a Regional Skills
Alliance (RSA). RSA's are
employer led, industry based,
regionally focused, knowledge
driven strategic workforce
partnerships that encourage
coordinated training and
employment initiatives |
| 7) | Various Secondary and
Post-secondary Educational
Institutions Statewide
(Listing on file) | \$ 43,440,125.00 Total
FY07 100% Federal Funds
Annual federal grant providing
allocations under the Carl D.
Perkins Vocational and
Technical Education Act of
1998 |
| 8) | Oakland County Workforce
Development Division
Pontiac, MI | \$ 75,000.00 Amendment
\$ 3,804,716.00 New Total
FY07 100% Federal Funds
The Grantee will receive
additional funding to provide
employment-related supportive
services to Work First/Jobs,
Education and Training program
participants |

5. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- | | | |
|-----|------------------------------|---|
| 9) | Various
(Listing on file) | \$131,501,771.00 Total
FY07-08 100% Federal Funds
Annual WIA formula funding to
be allocated to the Grantees
to provide employment and
training activities for Adult,
Dislocated Workers and Youth
programs as part of the One-
Stop system |
| 10) | Various
(Listing on file) | \$ 200,000.00 Total
FY07-08 100% Federal Funds
Annual formula distributions
to the Grantees to provide
youth funding for areas of
high concentrations of youth
as part of the One-Stop
system. Funding will be used
to increase longer term
academic and occupational
learning opportunities |
| 11) | Various
(Listing on file) | \$ 4,200,000.00 Total
FY07-08 100% Federal Funds
Annual formula distributions
to the Grantees to provide
funding to establish and
maintain One-Stop service
centers |
| 12) | Various
(Listing on file) | \$ 5,000,000.00 Total
FY07-08 100% Federal Funds
Annual formula distributions
to the Grantees to provide
funding to operate an
incumbent worker program
through the One-Stop system |

6. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|---|--|
| 1) | Charlevoix County Sheriff
Department
Charlevoix, MI | \$ 35,400.00 Total
FY07 100% Federal Funds
To purchase Marine Safety
Equipment |
|----|---|--|

6. DEPARTMENT OF NATURAL RESOURCES continued

cont. 1)	Grand Traverse County Sheriff Department Traverse City, MI	\$ 41,000.00 Total FY07 100% Federal Funds Purchase of Marine safety equipment
	Manistee County Sheriff Department Manistee, MI	\$ 101,799.00 Total FY07 100% Federal Funds Purchase of Marine safety equipment
2)	Otsego County Road Commission Gaylord, MI	\$ 195,000.00 Total FY07 100% State Restricted Grant to construct tunnel under roadway to provide safe passage on snowmobile trail
3)	DNR-Forest, Mineral and Fire Management Division Lansing, MI	\$ 86,900.00 Amendment \$ 823,400.00 New Total FY07 100% Restricted Funds Additional funds for improvement of additional trails as part of the Off-road Vehicle Grant
4)	Muskegon River Watershed Assembly Big Rapids, MI	\$ 25,000 Total FY07-08 100% Restricted Funds Habitat Improvement grant for A Turtle barrier fence on US-31 roadway crossing
5)	Conservation Resource Alliance Traverse City, MI	\$ \$100,000 Total FY07-08 100% Restricted Funds Habitat Improvement grant Dam removal, Green River, Antrim County

7. DEPARTMENT OF STATE

1)	Michigan Association of County Clerks Ludington, MI	Not to Exceed \$ 60,000.00 Total FY07 100% Restricted Funds Grant for Notary Training
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7. DEPARTMENT OF STATE continued

- 2) Township of Bloomfield
Bloomfield Twp, MI

Not to Exceed
\$ 26,952.00 Total
FY07 95% Federal 5%GF/GP
Reimbursement of HAVA-
compliant optical scan voting
systems

8. DEPARTMENT OF TREASURY

- 1) Various
(Listing on file)

\$ 1,367,435.00 Total
FY07 100% Gen. Obligation Bonds
S2 Grant-4th round; Grants to
municipalities to complete an
SRF/SWQIF loan application

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

9. DEPARTMENT OF CORRECTIONS

- 1) Tabb Textile Company
Opelika, AL

\$ 199,855.52 (3 years)
FY07 100% Revolving Funds
472R6212358/071I7200026
Twill Fabric for manufacture
of pants for Michigan State
Industries - These funds are
for the remainder of this
fiscal year only

10. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Millipore Corporation
Billerica, MA

\$ 131,689.43 (2 yr 2 mos)
FY07-09 100% Federal Funds
761R7200334 Filters for
Biowatch Monitors

11. DEPARTMENT OF INFORMATION TECHNOLOGY

1) left blank intentionally

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

2) Amberian Corporation
Granger, IN

\$ 176,800.00 (1 year)
FY07 100% Federal Funds
071I7200178 Senior Level
Application Software Engineer
for the Michigan Talent Bank
and One Stop MIS systems for
the Department of Labor and
Economic Growth

3) Analysts International
Lansing, MI

\$ 164,320.00 (1 yr 2 wks)
FY07 100% Restricted Funds
071I7200175 Senior
Programmer/Analyst to support
claims filing and issue
adjudication processes of the
Unemployment Insurance Agency
of the Department of Labor and
Economic Growth

4) EDS
Lansing, MI

\$ 180,000.00 (6 mos 3 wks)
FY07 100% Federal Funds
071I7200184 One Senior
Programmer/Analyst and One
Technology Consultant to
assist in the development of
the CRASH - Sanitized UD-10
project for the Traffic Crash
Reporting System (TCRS) suite
of software for the
Departments of Transportation,
State Police, and State

11. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
for information technology for
various departments**

- | | |
|---|---|
| 5) System Technology Group
Troy, MI | \$ 70,400.00 (4 mos 2 wks)
FY07 100% Restricted Funds
071I7200169 Two Java
Programmers for the new web
self service application for
the Workforce Development and
Retirement Administration of
the Department of Management
and Budget |
| 6) Windycity Technologies
Chicago, IL | \$ 30,720.00 (4 mos 2 wks)
FY07 100% Restricted Funds
071I7200169 Java Programmer
for the new web self service
application for the Workforce
Development and Retirement
Administration of the
Department of Management and
Budget |
| 7) Uday Shukla Corporation
Lansing, MI | \$ 164,320.00 (1 year)
FY07 100% Restricted Funds
071I7200154 Senior
Programmer/Analyst to serve as
the FieldNet Statewide
technical advisor for the
Department of Transportation |

12. DEPARTMENT OF MANAGEMENT AND BUDGET

- | | |
|---|---|
| 1) Hagemeyer North America, Inc.
Wayne, MI | \$ 6,850,330.00 (16 mos)
FY07-08 100% Federal Funds
071R7200134 Homeland Security
and Public Safety Equipment
and related Services,
Statewide |
|---|---|

12. DEPARTMENT OF MANAGEMENT AND BUDGET continued

2)	W.W. Grainger Lansing, MI	\$ 6,000,000.00 (3 yrs) FY07-10 100% General Funds 071I7200136 Maintenance Repair & Operating Supplies- Statewide
	Sid Tool Co-MSD Portage, MI	\$ 25,000.00 (3 yrs) FY07-10 100% General Funds 071I7200136 Maintenance Repair & Operating Supplies- Statewide
3)	Manistique Rentals, Inc. Manistique, MI	\$ 47,280.00 (3 years) FY07-10 100% Federal Funds 071I7200100 Rubbish Removal, Statewide
	Great American Disposal Kingston, MI	\$ 409,632.48 (3 years) FY07-10 100% General Funds 071I7200100 Rubbish Removal, Statewide
	Allied Waste Services Jenison, MI	\$ 92,472.12 (3 years) FY07-10 100% General Funds 071I7200100 Rubbish Removal, Statewide
	Waste Management of MI Wixom, MI	\$ 2,939,160.99 (3 years) FY07-10 Various Funding 071I7200100 Rubbish Removal, Statewide

13. DEPARTMENT OF NATURAL RESOURCES

1)	Reliable Disposal, Inc. Stevensville, MI	\$ 44,332.80 (3 years) FY07-10 100% Restricted Funds 071I7200180 Rubbish Removal Services
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14. DEPARTMENT OF TRANSPORTATION

- 1) Various Lawn mowing Vendors (Listing on file) Not to Exceed
\$ 3,740,993.22 (4 years)
FY07-11 100% Restricted Funds
071I7200140 Roadside Mowing,
Metro, Southwest, and Superior
Regions

CONTRACT CHANGES

15. DEPARTMENT OF CORRECTIONS

- 1) Iron Mountain Records Management Warren, MI \$ 650,000.00 Amendment
\$ 2,983,592.00 New Total
FY07-09 100% General Funds
071B5200098 Additional funds
to add Records Storage and
Retrieval Services for this
department to the contract

16. DEPARTMENT OF HUMAN SERVICES

- 1) Creative Touch Cleaning, Inc. Oak Park, MI \$ 82,543.00 Amendment
\$ 489,956.16 New Total
FY08 100% General Funds
071B3001107 Additional funds
for an option year and to add
a location to this contract
for Janitorial Services
- 2) Great Lakes Cleaning, LLC St. Joseph, MI \$ 40,985.00 Amendment
\$ 346,339.00 New Total
FY07 63% Federal 37% GF/GP
071B2001396 Additional funds
for this contract for
Janitorial Services Region #15
- 3) Harris Cleaning Service Detroit, MI \$ 39,550.00 Amendment
\$ 253,970.00 New Total
FY08-09 100% General Funds
071B3001061 Additional funds
for an option year for the
contract for Janitorial
Services for the Madison
Heights Office

16. DEPARTMENT OF HUMAN SERVICES continued

4)	Hi-Tec Building Services	\$	36,000.00	Amendment
	Jenison, MI	\$	176,040.00	New Total
		FY08-09	100% General Funds	
		071B2001465	Additional funds	
			for an option year for the	
			contract for Janitorial	
			Services for the Oakland	
			District IV Office in Pontiac	

17. DEPARTMENT OF INFORMATION TECHNOLOGY

1) left blank intentionally

Various RESTART Vendors

**Amendment(s) to existing
contract(s) for Short-term
Staff Augmentation for
information technology for
various departments**

2)	VED Software	\$	150,000.00	Amendment
	Farmington Hills, MI	\$	239,250.00	New Total
		FY07	100% Restricted Funds	
		071B6200417	Additional funds	
			for an option year to the	
			contract for a Senior Database	
			Analyst to maintain and update	
			the Michigan Architectural	
			Project (MAP) database for the	
			Department of Transportation	

18. DEPARTMENT OF TRANSPORTATION

- | | | | |
|----|-----------------|---------------|--------------------------------|
| 1) | B&L Landscaping | \$ 125,827.35 | Amendment |
| | Oak Park, MI | \$ 497,364.79 | New Total |
| | | FY08 | 100% Restricted Funds |
| | | 071B4200215 | Additional funds |
| | | | for an option year to the |
| | | | contract for Freeway Slope and |
| | | | Flat Mowing |
| 2) | B&L Landscaping | \$ 139,776.12 | Amendment |
| | Oak Park, MI | \$ 552,502.56 | New Total |
| | | FY08 | 100% Restricted Funds |
| | | 071B4200216 | Additional funds |
| | | | for an option year to the |
| | | | contract for Freeway Slope and |
| | | | Flat Mowing |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

19. DEPARTMENT OF COMMUNITY HEALTH

- 1) Gary Davis \$750.00

The claimant (07-SAB-063) requests \$750.00 reimbursement for
The claimant's car was damaged while under control of staff. Department
recommends denial of this claim.

20. DEPARTMENT OF STATE POLICE

- 1) Deborah Southwell \$784.23

The claimant (07-SAB-055) requests \$784.23 reimbursement for
damage to her front door broken by police. The Department
recommends denial of this claim.

21. DEPARTMENT OF TRANSPORTATION

- 1) Delora Carter \$301.70

The claimant (07-SAB-044) requests \$301.70 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

- 2) Sandra McMillan \$322.25

The claimant (07-SAB-042) requests \$322.25 reimbursement for damage to her vehicle after hitting a pothole. The Department recommends denial of this claim.

- 3) Derrell Murray \$400.00

The claimant (07-SAB-056) requests \$400.00 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

- 4) Mary Polio \$868.52

The claimant (07-SAB-047) requests \$868.52 reimbursement for damage to her vehicle allegedly caused by a snowplow pushing snow into her vehicle. The Department recommends denial of this claim because the department vehicle in the area at the time was only putting down salt, not plowing snow.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

22. DEPARTMENT OF CORRECTIONS

Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Muskegon Correctional Facility, 05/03/2007
Saginaw Correctional Facility, 05/02/2007

23. DEPARTMENT OF HUMAN SERVICES

The DHS appropriations bill requires that liens be placed on real property when State Emergency Relief (SER) is issued for mortgage payments, land contract payments, property taxes and home repairs. The lien is required when payments exceed \$250.00 on one or a combination of these services. Such payments were made for delinquent taxes, and the recipients have repaid the department in full. The Department is requesting permission from the Board to release the following lien:

\$ 450.00 at 18461 Sunderland, Detroit, MI
\$1,500.00 at 14665 Mowery Street, Atlanta, MI

24. DEPARTMENT OF MANAGEMENT AND BUDGET

Requests the release of allotments for supplemental capital outlay appropriations included in Public Act 7 of 2007 totaling \$650,000.00 (\$150,000.00 Federal revenues, \$500,000.00 Armory Construction Fund) for Department of Military and Veterans Affairs, Shiawassee armory replacement project, for the fiscal year ending September 30, 2007. This request is in compliance with Section 246(2) of PA 431 of 1984, as amended.

25. DEPARTMENT OF STATE POLICE

- 1) The Department reports during the month of May 2006, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

Ms. Marcia L. Robert	Approved
Mr. Daniel E. Pekrul	Approved
Tpr. Shawn M. Wise	Approved
Tpr. Harold R. Terry II	Approved

26. DEPARTMENT OF TREASURY

The Michigan Education Trust Board requests approval of the MET CHARITABLE CONTRACT. This request is made in accordance with P.A. 316 of 1986, Section 11. The MET Board of Directors approved this contract on April 26, 2007 (Resolution 2007-3).

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of May 29, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Finance and Claims Committee Report covering the regular meeting held May 29, 2007, be approved and adopted. The motion was supported by Ms. Leffler and unanimously approved.

APPROVED

June 5, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **May 30, 2007.** Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Kristie Profit, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Michael Reilly, Department of Attorney General; Sherry Bond,
James Burris, Deborah Roberts, Janet Rouse, TeAnn Smith,
Department of Management and Budget; Gordon VanWieren, Thrun
Law Firm, PC/Carman-Ainsworth Schools

The Building Committee regular and supplemental agendas were
presented.

Following discussion, Mr. Keenan moved that the regular and
supplemental agendas be recommended to the State Administrative Board
for approval. Supported by Ms. Profit, the motion was unanimously
adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

May 30, 2007 / June 5, 2007
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – MDOT
Warehouse Building – Roof Replacement
File No. 071/06096.JAN – Index No. 53223
Low Responsive Bidder: Bornor Restoration, Inc., Lansing; \$669,300.00

Purpose/Business Case

The purpose of this contract is to replace the roof on the MDOT Warehouse Building at the Secondary Complex.

Benefit

The building envelope integrity will be restored. The building occupants and contents will be protected from the elements.

Funding Source

100% State Building Authority Funds

Commitment Level

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in continued costly maintenance, the continued rain leaking into the building, and potential deterioration of the facility and its contents.

Zip Code

48909

2. DEPARTMENT OF MANAGEMENT AND BUDGET, SAGINAW – Saginaw State
Office Building – Masonry Repairs
File No. 071/06403.MNB – Index No. 44410
Low Responsive Bidder: Western Waterproofing Company, Livonia; \$316,020.00

Purpose/Business Case

The purpose of this contract is to repair the deteriorated masonry building envelope and caulk leaking window seals. Water entering the building is damaging the building interior, causing contamination and potential fungal growth, and creating unnecessary maintenance expenditure.

Benefit

Repairing the masonry and recaulking the window seals will stop water and moisture infiltration and end the need to expend maintenance funds in repairs. The health of the building occupants will be protected from potential fungal growth. The building envelope integrity will be restored. The building occupants and contents will be protected from the elements.

Funding Source

100% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in continued costly maintenance and repairs.

Fungal growth caused by the moisture in the wall cavities will threaten the health of the building occupants.

Zip Code

48067

3. DEPARTMENT OF TRANSPORTATION, ATLANTA – Atlanta Maintenance Garage
– Additions and Renovations

File No. 591/05361.HRB – Index No. 27000

Low Responsive Bidder: Meridian Contracting Services, LLC, Alpena; \$2,154,000.00

Purpose/Business Case

The purpose of this contract is to provide renovations and additions to the Department of Transportation Maintenance Garage in Atlanta, Michigan including roof replacement; new heating and ventilation; new energy efficient lighting; new energy efficient windows; emergency generator; new overhead and service doors; new vehicle hoists; a new overhead crane; new toilet/wash facilities for the shop areas; plumbing improvements; new site lighting and new bituminous paving of the site.

Benefit

The existing maintenance facilities, constructed in the late 1960's, are not sufficient, in terms of ceiling heights and hoist capacity, for the maintenance of the present size and composition of the highway work fleet for the Atlanta/Mio area. This project will provide the necessary facilities as well as addressing severely leaking roofs and contaminated soil issues. Additionally, energy inefficient windows; heating and ventilating systems; and lighting will be replaced with updated, energy efficient systems. The resulting facility will be energy and functionally efficient and will reduce operating costs. This project is a key element in the operational consolidation of the Atlanta/Mio/Hillman area.

Funding

100% Restricted Funds (Trunkline Funds)

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in an inefficient operation that is not in conformance with current building codes and other regulatory requirements.

Zip Code

49709

4. DEPARTMENT OF NATURAL RESOURCES, MACKINAW CITY – Gaylord to Mackinaw City - Trail Improvements
File No. 751/05368.HRB – Index No. 73550
Low Responsive Bidder: Elmer's Crane & Dozer, Inc., Traverse City; \$1,654,962.40

Purpose/Business Case

The purpose of this contract is for trail improvements on 61.3 miles of trail from Gaylord to Mackinaw City.

Benefit

This project is a key element in the continuing partnership between the State of Michigan and 18 local units of government and over 30 foundations, funds, tourist organizations and local businesses. It will provide a consistent, safe (users now need to make partial use of heavily traveled 1-75, M-23 and US-23 thoroughfares) trail experience from Gaylord through Vanderbilt, Wolverine, Mullet Lake Village, Indian River, Topinabee and Cheboygan, some of which are considered distressed communities, to Mackinaw City. It is expected that the completed multi-use, all season trail will become a state and national destination and will greatly enhance the economies of the participating and surrounding communities. The project will also serve to preserve a historical railroad corridor.

Funding

80% Federal Enhancement Funds, 20% Local Government and other Community organization contributions, Recreational Improvement Funds and Snowmobile Trail Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to award this contract will diminish the progress achieved through the partnership with local units of government, local businesses and community organizations, federal dollars associated with the project will be jeopardized and recreational opportunities that will enhance the area's tourist attractiveness and cultural significance will be lost.

Zip Code

Various

REVISIONS TO CONSTRUCTION CONTRACTS

5. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – General Office Building – Renovation to the 1st and 2nd Floors
File No. 071/05264.JRC – Index No. 53159
HBC Contracting, Lansing; CCO No. 3, Incr. \$72,379.14

Purpose/Business Case

This change order is for the completion of Phase one of the renovations to the 1st and 2nd floors of the General Office Building in response to the fire and safety code violations, covering exposed wood and replacing PVC piping as major violations, discovered after the ceiling was removed during construction.

Benefit

This change order is to respond to the construction inspector asking for changes that were uncovered during the demolition of Phase one. With these changes this phase of the project will be brought into current fire and safety code compliance.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of this change order is within the original authorized project cost.

Risk Assessment

Failure to complete this project will leave the General Office Building partially updated and out of fire and safety code compliance.

Zip Code of Project Site

48918

6. DEPARTMENT OF MANAGEMENT AND BUDGET, GRAND RAPIDS – Grand Rapids State Office Building – Building Renovation
File No. 071/05263.FAR – Index No. 53158
Carrier Construction Company, Inc., Hickory Corners; CCO No. 14, Incr. \$467,297.00

Purpose/Business Case

The purpose of this change order is to provide the change out of air handling units one and two and associated mechanical and electrical work; additional electrical panel on first floor to accommodate loading requirements; new lighting control device and new license to operate elevator monitoring software at central control; additional mechanical work for humidifiers; additional fire alarm and sprinkler devices; and replacement of snow melt system.

Benefit

These items are necessary in the building to meet codes, the requirements of the renovation; and enhance the functions for the Agencies and the building operations.

Funding Source

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of this change order is within the original authorized project cost.

Risk Assessment

Failure to approve this change order will result in the renovation not being complete and would not provide the air conditioning, electrical, fire protection, and on-going facility management needs required to maintain the facility.

7. DEPARTMENT OF CORRECTIONS, JACKSON – Parnall Correctional Facility – MSI Laundry/Warehouse Replacement

File No. 472/05209.EEW – Index No. 53132

Adams Building Contractors, Inc., Jackson; CCO No. 2, Incr. \$201,288.73

Purpose/Business Case

The project scope includes repair of the laundry that was damaged by fire on October 1, 2003 and the addition of a 31,000 sq. ft. warehouse to replace the current lease on a 55,000 sq. ft. warehouse in Jackson. This change order covers the cost of numerous field condition issues involving the fire-damaged areas in the MSI Laundry. This includes replacement of additional steel structural members, an enlarged roof area and a portion of an interior and exterior wall. Also included in this change order is the need to replace 2,152 cubic yards of unsuitable soil under the building pad.

Benefit

MSI's core mission is to provide meaningful employment for prisoners. The warehouse addition will allow MSI to cancel their current lease. The anticipated payback when comparing the cost of the old lease with the cost of the addition is 6.2 years. Replacement of the damaged areas is required to meet the State Building Codes. The soil under the building must be replaced to provide suitable bearing for the new building.

Funding

100% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this change order will stop the construction of the warehouse and result in MSI having to continue to pay the rental costs of the leased facility, which will have a negative impact on MSI's operating budget. The State Construction Code requires that structural foundations must be placed on soils capable of providing the needed bearing capacity. The fire-damaged areas must be repaired and/or replaced to meet the State Building Codes and to provide a secure work area for the inmates.

Zip Code

49201

RENEWAL OF LEASE FOR PRIVATE PROPERTY

8. DEPARTMENT OF HUMAN SERVICES, GAYLORD - Renewal of Lease #10213 effective August 1, 2007, through July 31, 2009, with the County of Otsego, a Body Corporate, 225 West Main Street, Gaylord, Michigan 49735, as Lessor, and the State of Michigan for the Department of Human Services, as Lessee, for 5,262 square feet of training center and computer laboratory space located at 800 Livingston Boulevard, Gaylord, Michigan 49735. The annual per square foot rental rate for this space is \$12.16 (\$5,332.80 per month). This rate does not include public utility charges, janitorial services and supplies, trash removal. This Lease contains one two-year renewal option with an annual per square foot rental rate of \$12.16 (\$5,332.80 per month). This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This space is utilized by the Department of Human Services and it continues to meet their program needs.

Benefit

The renewal of this Lease allows the Department to remain at an established location and avoid relocation expenses. The rental rate is within the market rate.

Funding Source

55% General Fund; 45% Federal Funds

Commitment Level

Two years with one two-year renewal option

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted services and could bring about increased costs if they are forced to relocate.

Zip Code

49735

9. DEPARTMENT OF ENVIRONMENTAL QUALITY, BAY CITY - Renewal of Lease #11008 effective November 1, 2006, through October 31, 2009, with Enterprise Sales and Service, Inc., a Michigan Corporation, P.O. Box 1234, Bay City, Michigan 48706, as Lessor, and the State of Michigan for the Department of Environmental Quality, as Lessee, for 2,000 square feet of warehouse space located at 1682-B Marquette Street, Bay City, Michigan 48706. The annual per square foot rental rate for this space is \$3.60 (\$600.00 per month). This rate does not include utilities for heating, illumination, power, water and sewer, replacement of fluorescent tubes and bulbs, trash removal, and pest control. This Lease contains a Standard cancellation clause requiring 60-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This is warehousing for DEQ's district office for the Saginaw Bay watershed. This warehouse holds emergency response equipment, field file samples and old files.

Benefit

DEQ can continue to store material at a lower cost, at this location, until the new office/warehouse space in Bay City is completed. Eliminates staff handling area enforcement of rules and inspections, and not having to travel to Lansing on a daily basis.

Funding Source

100% General Fund; General Purpose

Commitment Level

Three years

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide warehousing service and would bring about increased costs for State Government employee travel time or reimbursement travel costs.

Zip Code
48706

10. DEPARTMENT OF STATE, MIO - Renewal of Lease #6660 effective January 14, 2007, through January 13, 2012, with Sam and Natalie Giardina, Husband and Wife, 702 North Morenci, Mio, Michigan 48647, as Lessor, and the State of Michigan for the Department of State, as Lessee, for 1,025 square feet of office space located at 302 North Morenci, Mio, Michigan 48647. The annual per square foot rental rate for this space is \$15.04 (\$1,284.67 per month). This rate does not include utilities for heating, cooling, illumination, power, water and sewer. This Lease allows for an annual payment to the Lessor of the difference between the amount paid for real estate taxes for the year and the base year taxes paid in 2006. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$17.05 (\$1,456.35 per month). This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This lease renewal is for space in a building that the Agency has occupied since 1996. The Lease renewal is within the market rate for comparable office space in the area.

Benefit

Renewal of this Lease allows the Agency to remain at the current location and avoid relocation costs.

Funding Source

26% General Fund; 74% Restricted Funds

Commitment Level

Five years with one five-year renewal option.

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted services and could bring about increased costs if they are forced to relocate

Zip Code
48647

11. DEPARTMENT OF TREASURY, EAST LANSING - Renewal of Lease #10477 effective January 1, 2007 through May 31, 2012 with South Bend Associates, LLC, a Limited Liability Company, 750 Trade Centre Way, Suite 100, Kalamazoo, Michigan 49002, as Lessor, and the State of Michigan for the Department of Treasury, as Lessee, for 29,556 square feet of office space located at 1500 Abbott Road, 3rd & 4th floors, East Lansing, Michigan 48823. The annual per square foot rental rate for this space is \$19.69 (\$48,496.47 per month) for sixty (60) months, with no rent due for months sixty one (61) through sixty five (65). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$23.15 (\$57,018.45 per month). This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form. The Joint Capital Outlay Subcommittee approved this Lease on December 14, 2006.

Purpose/Business Case

This is a full service Lease. The per square foot rental rate for the first five years (sixty months) of this sixty-five (65) month Lease contains a \$15,000.00 tenant improvement allowance and five months of free rent at the end of the term. This program monitors the Casino revenue for the State of Michigan and has electronic hook-up to Casinos.

Benefit

The Michigan Gaming Control Board has been at their current leased location since 1997. Continued efforts to move to downtown Lansing will take two or three years and will cost the Department \$1.2 million to relocate.

Funding Source

100% Restricted Funds

Commitment Level

Five years, six months, with one five-year renewal option

Risk Assessment

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and could possibly bring about increased costs if they are forced to relocate at this time.

Zip Code

48823

NEW LEASE FOR PRIVATE PROPERTY

12. DEPARTMENT OF CORRECTIONS, KALAMAZOO - New Lease #11216 effective May 1, 2007, through April 30, 2017, with Kalamazoo County, A Governmental Unit, 201 West Kalamazoo Avenue, Kalamazoo, Michigan 49007, as Lessor, and the State of Michigan for the Department of Corrections, as Lessee, for 1,800 square feet of office space located at 201 West Kalamazoo Avenue, Kalamazoo, Michigan 49007. The annual per square foot rental rate for this space is \$12.00 (\$1,799.80 per month). Effective May 1, 2012, through April 30, 2017, the annual per square foot rental rate for this space is \$12.60 (\$1,889.79 per month). This is a full service Lease. This Lease contains two 5-year renewal options with annual per square foot rental rates of \$13.23 and \$13.89 (\$1,984.28 and \$2,083.49 per month) respectively. This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

The purpose of this Lease is to provide space for a parole office that is utilized by the Department of Corrections. The space is leased from the County of Kalamazoo who has their County Probation Office in the adjacent space.

Benefit

The benefit is that the Lease allows the Department to provide service in an established location and recognize a cost savings. The space is an opportunity to co-locate with a local unit of government, and the rental rate is within market rate for comparable space.

Funding Source

100% General Fund

Commitment Level

Ten years with two 5-year renewal options

Risk Assessment

Non-approval of this Lease will hinder the Department from having offenders report in a timely manner to their probation officers, and possibly cause expenditures associated with relocating.

Zip Code

49007

RESTRICTIVE DEED COVENANT

13. DEPARTMENT OF MANAGEMENT AND BUDGET FOR THE DEPARTMENT OF STATE POLICE – Under Authority of MCL 324.20120b, as amended, it is hereby recommended that the State Administrative Board approve this Restrictive Covenant on State property in response to a requirement of the Michigan Department of Environmental Quality. The Restrictive Covenant would be on State property located in Flint Charter Township, Genesee County, and more particularly described below in exchange for One Dollar and No Cents (\$1.00). The Attorney General has approved the Restrictive Covenant as to legal form.

Area of Restrictive Covenant

Part of Government Lot Number 2, Section 15, T7N, R6E, Township of Flint: Commencing at the Southwest corner of Section 15, thence South 86°35'30" East 330.64 feet; thence North 3°24'30" East 60 feet, as a place of beginning; thence North 3°24'30" East 200 feet; thence south 86°35'30" East 315 feet; thence South 3°24'30" West 85 feet; thence South 48°24'30" West 163.82 feet (as recorded in liber 1216, page 219 but 162.63 feet as surveyed 7/24/84); thence North 86°35'30" West 200 feet to the point of beginning. Said parcel is further illustrated by survey in Exhibit 2 of the proposed Restrictive Covenant.

Background/Purpose

The State property subject to the Restrictive Covenant is the site of an abandoned State Police Post reverting back to the Carmen-Ainsworth School District by quit claim deed, and then being conveyed to the State of Michigan, Department of Transportation, by contractual agreement. Soils and groundwater on the property remain contaminated with a variety of petro-chemicals which leaked from State underground fuel tanks. The leaking tanks have since been removed and a draft closure report was issued by the DEQ on November 11, 2003. However, significant contamination remains to a depth of 30 feet below grade, and placing this Restrictive Covenant on the deed for the subject property is a key public health and safety requirement of the closure report.

Benefit

This Restrictive Covenant allows the State to meet the obligations of the original deed and subsequently acquire the property by MDOT.

Funding Source

Not applicable

Commitment

This is a permanent deed restriction.

Risk

Non-approval of this Restrictive Covenant will keep the State from completing DEQ required closure activities, and the contemplated conveyances.

Zip Code

48532

RESOLUTION OF THE STATE ADMINISTRATIVE BOARD

14. Resolution of the State Administrative Board Approving the Conveyance of Property for Montcalm Community College – Life Science Training Facility and an Amendment to Lease

Legislative Background

The Montcalm Community College Life Science Training Facility was appropriated in PA 297 of 2005 with a total authorized cost of \$7,500,000 (State Building Authority share \$2,999,800, Montcalm Community College share \$4,500,000, and State General Fund share \$200).

House Concurrent Resolution 14 of 2007 approving the conveyance of property to the State Building Authority and approving a lease among the State of Michigan and the State Building Authority, and Montcalm Community College relative to the Life Science Training Facility, was approved by the Legislature on May 15, 2007.

Purpose/Business Case

The purpose of this resolution is to amend the lease of the Montcalm Community College Vocational/Technical Facility project releasing a portion of excess property not needed.

Benefit

The approval of this resolution will release excess property not needed for the Montcalm Community College Vocational/Technical Facility project so that it can be used for the Montcalm Community College Life Science Training Facility.

Funding Source/Commitment Level

N/A

Risk Assessment

Amendment to the lease will not result in a reduction of rent. Integra Realty Resources – Detroit has stated that the release of the described property will not reduce the economic or market value of the Montcalm Community College Life Science Training Facility project.

Zip Code

48885

15. Resolution of the State Administrative Board Approving the Conveyance of Property for Department of Corrections Egeler Fire Safety Upgrades and an Amendment to Lease

Legislative Background

The State Prison of Southern Michigan Reorganization Phase I was appropriated in PA19 of 1993. The project was bonded and lease executed in November 1997.

Purpose/Business Case

The purpose of this resolution is to amend the existing lease to release a portion of the property not needed for the State Prison of Southern Michigan Reorganization Phase I project.

Benefit

The approval of this resolution will release excess property not needed for the State Prison of Southern Michigan Reorganization Phase I project so that it can be used for the Department of Corrections Egeler Fire Safety Upgrades project.

Funding Source/Commitment Level

N/A

Risk Assessment

The Egeler Fire Safety Upgrades Project is the result of the Hadix v. Johnson federal court order. Some of the cell blocks that will be updated as a result of this order have stairwells that cross over property bonded in the SPSM Phase I project.

Amendment to the lease will not result in a reduction of rent. Integra Realty Resources – Detroit has stated that the release of the described property will not reduce the economic or market value of the DOC State Prison of Southern Michigan Reorganization (Phase I) project.

Zip Code

49201

16. Resolution of the State Administrative Board Approving a Completion Assurance Agreement and a Lease for the Department of Management and Budget State Facility Preservation Projects-Phase I and II Group A Special Maintenance Roof Repairs

Legislative Background

Project	Public Act	Total Cost	SBA Share	College/ University Share	GF/GP Share	Concurrent Resolution	Date Approved
DMB State Facility Preservation Projects Phase I & II Group A Special Maintenance Roof Repairs	PA10 of 2005 PA297 of 2005	\$5,296,000	\$5,295,800	N/A	\$200	HCR 8 of 2007	5/15/07

Purpose/Business Case

The purpose of this resolution is to approve the form of the Completion Assurance Agreement between the State Building Authority and State of Michigan, the conveyance of the Facility (comprised only of special maintenance projects) to the Authority, and the form of the Lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to relieve the cash flow strain on the Common Cash Fund and finance the Authority's share of the project with short-term commercial paper notes.

Funding Source/ Commitment Level

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

\$407,000 - \$516,000

Risk Assessment

Without approval of this resolution, the SBA cannot relieve the cash flow strain on the Common Cash Fund and the project cannot be bonded or conveyed to the SBA.

Zip Code

48933

17. Resolution of the State Administrative Board Approving Construction and Completion Assurance Agreements, Conveyances of Property and Leases for Certain Facilities

Legislative Background

Project	Public Act	Total Cost	SBA Share	University Share	GF/GP Share	Concurrent Resolution	Date Approved
Bay de Noc CC – West Campus Facility	PA297 of 2005	\$12,048,000	\$ 5,874,100	\$6,173,700	\$200	HCR 10 of 2007	5/15/07
FSU – Instructional Resource Center	PA297 of 2005	8,500,000	5,624,800	2,875,000	200	HCR 17 of 2007	5/15/07
LCC – University Center	PA297 of 2005	11,000,000	4,999,800	6,000,000	200	HCR 12 of 2007	5/15/07
MSU – Chemistry Bldg Renov/ Cooling Towers	PA297 of 2005	28,344,500	19,999,800	8,344,500	200	HCR 19 of 2007	5/15/07
Mid MI CC – Science and Tech Center	PA297 of 2005	16,475,000	8,237,300	8,237,500	200	HCR 13 of 2007	5/15/07
Montcalm CC – Life Science Training Facility	PA297 of 2005	7,500,000	2,999,800	4,500,000	200	HCR 14 of 2007	5/15/07

SVSU – Pioneer Hall Renovations	PA297 of 2005	16,000,000	11,999,800	4,000,000	200	HCR 15 of 2007	5/15/07
Schoolcraft College – Technical Services Facility	PA153 of 2006	12,700,000	5,019,700	7,680,100	200	HCR 16 of 2007	5/15/07

Southwestern MI College – Info Tech Center	PA297 of 2005	5,047,700	2,249,800	2,797,700	200	SCR 48 of 2006 HCR 11 of 2007	6/29/06 5/15/07
DMB State Facility Preservation Projects Phase I & II Group D Joint Operations Center	PA10 of 2005 PA297 of 2005	3,000,000	3,000,000	N/A	0	HCR 9 of 2007	5/15/07

Purpose/Business Case

The purpose of this resolution is to approve the form of the Completion Assurance Agreement between the State Building Authority, State of Michigan, and certain facilities, the conveyance of the Facility to the Authority, and the form of the Lease.

The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

Benefit

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with short-term commercial paper notes.

Funding Source/ Commitment Level

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition/renovation phase of the project. At project completion, the short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

Bay de Noc Community College – West Campus Facility

\$391,000 - \$512,000

Ferris State University – Instructional Resource Center

\$375,000 - \$490,000

Lansing Community College – University Center

\$333,000 - \$436,000

Michigan State University – Chemistry Building Renovations/Cooling Towers

\$1,345,000 - \$1,759,000

Mid Michigan Community College – Science and Technology Center

\$554,000 - \$725,000

Montcalm Community College – Life Science Training Facility

\$200,000 - \$261,000

Saginaw Valley State University – Pioneer Hall Renovations

\$799,000 - \$1,045,000

Schoolcraft College – Technical Services Facility

\$334,000 - \$437,000

Southwestern Michigan College – Information Technology Center Renovations

\$150,000 - \$196,000

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group D Joint Operations Center

\$231,000 - \$292,000

Risk Assessment

Without approval of this resolution, the projects cannot be bonded or conveyed to the SBA.

Zip Codes

Bay de Noc Community College – West Campus Facility

49829

Ferris State University – Instructional Resource Center

49307

Lansing Community College – University Center

48933

Michigan State University – Chemistry Building Renovations/Cooling Towers

48824

Mid Michigan Community College – Science and Technology Center

48625

Montcalm Community College – Life Science Training Facility

48885

Saginaw Valley State University – Pioneer Hall Renovations

48710

Schoolcraft College – Technical Services Facility

48152

Southwestern Michigan College – Information Technology Center Renovations

49047

Department of Management and Budget State Facility Preservation Projects – Phase I and II Group D Joint Operations Center

48933

JURISDICTIONAL TRANSFER AFFIDAVITS

18.LAND BANK FAST TRACK AUTHORITY – Requests the following property be transferred as authorized by 2003 PA 258, to the Department of Natural Resources for the purpose of reconveyance to the original owner(s). The properties have been redeemed or are being returned due to Certificate of Error. Further, the transfer shall be by Jurisdictional Transfer Affidavit.

The transferred land is located in Wayne County, Michigan and the description is on file with the State Administrative Board.

S U P P L E M E N T A L A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

May 30, 2007 / June 5, 2007
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

LEASE FOR PRIVATE PROPERTY

1. DEPARTMENT OF TREASURY, EAST LANSING - Renewal of Lease #10477 effective January 1, 2007 through May 31, 2012 with South Bend Associates, LLC, a Limited Liability Company, 750 Trade Centre Way, Suite 100, Kalamazoo, Michigan 49002, as Lessor, and the State of Michigan for the Department of Treasury, as Lessee, for 29,556 square feet of office space located at 1500 Abbott Road, 3rd & 4th floors, East Lansing, Michigan 48823. The annual per square foot rental rate for this space is \$19.69 (\$48,496.47 per month) for sixty (60) months, with no rent due for months sixty one (61) through sixty five (65). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate of \$23.15 (\$57,018.45 per month). This Lease contains a Standard cancellation clause requiring 90-days notice. The Attorney General has approved this Lease as to legal form. The Joint Capital Outlay Subcommittee approved this Lease on December 14, 2006.

Purpose/Business Case:

This is a full service Lease. The per square foot rental rate for the first five years (sixty months) of this sixty-five (65) month Lease contains a \$15,000.00 tenant improvement allowance and five months of free rent at the end of the term. This program monitors the Casino revenue for the State of Michigan and has electronic hook-up to Casinos.

Benefit:

The Michigan Gaming Control Board has been at their current leased location since 1997. This renewal will allow the Board to avoid a substantial rent increase and afford the Board an opportunity to consider alternative locations.

Funding Source:

100% Restricted Funds

Commitment Level:

Five years, six months, with one five-year renewal option

Risk Assessment:

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted service and may result in a situation that will expose the State to financial risk.

Zip Code:

48823

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Ms. MacDowell presented the Building Committee Report for the regular meeting of May 30, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Building Committee Report covering the regular meeting held May 30, 2007, be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

APPROVED

June 5, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on May 30, 2007. Those present being:

Chairperson:	<u>Joseph Pavona, representing</u>	Approved	_____
	Secretary of State Land		
Member:	<u>Kristie Profit, representing</u>	Approved	_____
	Lt. Governor Cherry		
Member:	<u>James Shell, representing</u>	Approved	_____
	Attorney General Cox		
Others:	Tom Hoane, Cynthia Watson, Department of Natural Resources; Sherry Bond, Janet Rouse, Department of Management and Budget; Mike Blackledge, Keith Brown, Connie Hanrahan, Pam Lavender, Betsy Steudle, Karen Watson, Department of Transportation		

The Department of Natural Resources regular agenda was presented.

Following discussion, Mr. Shell moved that the Department of Natural Resources regular agenda be recommended to the State Administrative Board for approval. Supported by Ms. Profit, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

The Chairperson said in the future the Committee would be willing to accept a single letter explaining why multiple items are retroactive.

Following discussion, Mr. Shell moved that the Transportation regular agenda be recommended to the State Administrative Board for approval with Item 47 contingent upon receipt of a retroactive letter and Items 40, 41, 43, 44, 46, 48 through 50, 58, 60, 63 through 65, 67, 68, 70, 74, 76, and 78 of the regular agenda contingent upon approval at the State Transportation Commission meeting on May 31, 2007. Supported by Ms. Profit, the motion was unanimously adopted.

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - May 30, 2007- 3:30 P.M.
State Administrative Board Meeting - June 5, 2007 - 11:00 A.M.

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

MINERAL LEASES

1. **TWO DIRECT METALLIC MINERAL LEASES - DEVELOPMENT WITH RESTRICTION:** Trans Superior Resources, Inc. of West Vancouver, British Columbia, Canada, State-owned mineral rights, 800 acres, more or less, Section 10 and 11, T47N, R11W, Marenisco Township, Gogebic County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (variable), and bonus consideration of \$2,400.00 (\$3.00 per acre).
2. **ONE DIRECT NONMETALLIC SAND AND GRAVEL MINERAL LEASE - DEVELOPMENT:** Chippewa County Road Commission of Sault Ste. Marie, Michigan, State-owned mineral rights, 80 acres, more or less, Section 3, T44N, R01W, Pickford Township, Chippewa County.

Terms: Seven years with a possible three-year extension. Royalty rates are \$0.228 per ton (sand) and \$0.471 per ton (gravel).
3. **ONE DIRECT UNDERGROUND GAS STORAGE LEASE - DEVELOPMENT, DEVELOPMENT WITH RESTRICTION AND NONDEVELOPMENT:** CMS Energy Gas Transmission of Jackson, Michigan, State surface and mineral ownership, 760 acres, more or less, Sections 11, 12, 13, and 14, T27N R08W, Kalkaska Township, Kalkaska County.

Terms: Seven year primary term, lease bonus of \$50.00 per acres (\$38,000.00).
4. **ONE DIRECT OIL AND GAS LEASE - NONDEVELOPMENT:** CORE Energy, LLC of Traverse City, Michigan, Department of Transportation State-owned minerals, 27.48 acres, more or less, Section 18, T14N, R17W, Shelby Township, Oceana County.

Terms: Two-year term, two one-year extension options, 3/16 royalty, \$3,500.00 bonus consideration (\$125.00 per acre) and \$2.00 per acre annual rental.

5. **FOUR SEALED BID NONMETALLIC SAND AND GRAVEL MINERAL LEASES - DEVELOPMENT:** H & D, Inc., of Bay Shore, Michigan, 80 acres, more or less, State-owned surface and mineral ownership, (royalty rate \$0.66 per ton), Section 2, T34N, R01W, Walker Township, Cheboygan County; H & D, Inc. of Bay Shore, Michigan, 80 acres, more or less, State-owned surface and mineral ownership, (royalty rate \$1.36 per ton), Section 25, T39N, R04W, Wawatam Township, Emmet County; Jim Wojan Excavating, of Beaver Island, 40 acres, more or less, State-owned surface and mineral ownership (royalty rate \$2.55 per ton), Section 13, T37N, R11W, Peaine Township, Charlevoix County; Payne & Dolan, Inc. of Iron River, Michigan, 20 acres, more or less, State-owned surface and mineral ownership (royalty rate \$0.62 per ton), Section 4, T44N, R01W, Pickford Township, Chippewa County.

Terms: Seven years with possible three-year extension, if in the best interest of the State.

The Director of the Department of Natural Resources approved Item 1 on May 10, 2007. The Chief, Forest, Mineral and Fire Management approved Items 2 through 5 on May 10, 2007. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:
Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 30, 2007– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: June 5, 2007 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount
Amendatory Contract (2005-0383/A1) between MDOT and Applied Pavement Technology, Inc., will add airport pavement management services (phase 2) to the project and will increase the contract amount by \$159,234. The original contract provides for the performance of professional airport pavement management services (phase 1). The objective of the project is to update MDOT's current Airport Pavement Management System and to further the utilization of the system by developing airport pavement maintenance plans. The project will be performed in three phases over a three-year period, with each phase comprising approximately one-third of the airports included in the state system. The contract is based on one consultant completing one full cycle of all three phases. The contract will be amended at the end of each phase to add the specific airport studies and associated costs of the next phase. The contract term remains unchanged, September 15, 2005, through September 14, 2008. The revised contract amount will be \$343,797. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$184,563	\$159,234	\$343,797

Criticality: Pavement management programs are mandated by the Federal Aviation Administration (FAA) for all airports that receive federal funding for paving projects (new construction as well as rehabilitation). The pavement condition index (PCI) provides data critical to programming federal and state funding for pavement rehabilitation for the most severely deteriorated airport pavements statewide, which greatly enhances aviation safety. This project cannot be deferred until October 2007 or later because it is critical for the consultant to conduct the pavement inspections during the summer months of each of the three years when there are long daylight hours and favorable weather conditions. Delaying the start of phase 2 would very likely result in the consultant failing to complete the second year obligation of the existing contract.

Purpose/Business Case: To add phase 2 pavement management services and to increase the contract amount by \$159,234. The project will provide detailed information as to the condition of pavements at airports in Michigan. The consultant will also recommend a cost-effective methodology to maintain good pavements at individual airports statewide. The project will be completed in three phases over a three-year period.

Benefit: The FAA requires that airports have a pavement preventive maintenance program in accordance with the federal Airport Improvement Program grant. PCI reports will be provided that detail individual airport pavement conditions and their projected rates of deterioration. The project will also result in the generation of optimal airport pavement maintenance strategies for the specific airports included in the study.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If this contract is not approved, current detailed pavement condition inventories will not be updated, and future funding will not be able to be optimally programmed to make use of the most cost-effective types of preventive maintenance for specific airport pavements. In addition, without the PCI information and preventive maintenance strategies, preventive maintenance methods may be overlooked, which could result in shortened useful pavement lives and increased overall rehabilitation costs.

Cost Reduction: The costs were negotiated and reduced.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48909.

2. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount, Change Project Description

Amendatory Contract (2006-0474/A1) between MDOT and the Oceana County Board of Commissioners will add the performance of an environmental site assessment (ESA phase 1) to the project, will increase the contract amount by \$4,000, and will revise the project description to correct the parcel designations. (The parcels were incorrectly designated as 1 through 8 instead of 12 through 19 in the original project description.) The original contract provides for the land acquisition costs for parcels 1 through 8 at the Oceana County Airport in Hart, Michigan. The contract term remains unchanged, July 20, 2006, through July 19, 2026. The revised contract amount will be \$74,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Bond Funds	\$66,500	\$3,800	\$70,300
Oceana County Funds	<u>\$ 3,500</u>	<u>\$ 200</u>	<u>\$ 3,700</u>
Total	<u>\$70,000</u>	<u>\$4,000</u>	<u>\$74,000</u>

Criticality: Federal law requires properties to be environmentally cleared before any easements or land can be acquired, so the ESA (phase 1) needs to be completed before the land can be purchased. By acquiring the properties, the airport will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zones and by limiting any building obstructions inside the building restriction areas. This project cannot be deferred until October 2007 or later because appraisals are currently being completed, and delaying the project would result in additional appraisal costs.

Purpose/Business Case: To add the performance of an ESA (phase 1) to the project, to increase the contract amount by \$4,000, and to revise the project description to correct the parcel designations. The parcels were incorrectly designated as 1 through 8 rather than 12 through 19 in the original project description.

Benefit: The environmental site assessment will determine if there is any visible evidence of contamination prior to land acquisition.

Funding Source: 95% State Bond Funds and 5% Oceana County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not approved, the additional costs would become the responsibility of Oceana County. The county cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49420.

3. AERONAUTICS AND FREIGHT (Aeronautics) – Design and Construction of T-Hangar
Contract (2007-0554) between MDOT and the Harbor/Petoskey Area Airport Authority will provide state grant funds for the design and construction of a ten-unit t-hangar at the Harbor Springs Municipal Airport in Harbor Springs, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$207,200. Source of Funds: State Bond Funds - \$196,840; Harbor/Petoskey Area Airport Authority Funds - \$10,360.

Criticality: The ten-unit t-hangar will replace a six-unit t-hangar, which will be displaced during the future terminal building construction and apron expansion. The future project will help to strengthen the local tourist industry by providing updated facilities for corporate leaders and tourists, enhancing the appeal of the area and stimulating the local economy. The immediate ten-unit hangar project will provide for immediate job retention for the construction trades and engineering consultant and will serve as a revenue-generating mechanism for the airport to provide its local share participation on future projects. (Other local funding sources are extremely limited.) This is phase 1 of a multi-phase project with an estimated completion date of 2008. Deferring the project to October 2007 or later could push the project completion to 2009, which would reduce airport revenue.

Purpose/Business Case: To provide for the development of engineering plans and the construction of a ten-unit t-hangar to be located in the south hangar area of the airport.

Benefit: Will serve the aviation needs of the airport.

Funding Source: 95% State Bond Funds and 5% Harbor/Petoskey Area Airport Authority Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions. The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49722.

4. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Parallel Taxiway
Contract (2007-0558) between MDOT and the City of Sturgis will provide federal and state grant funds for the design of the parallel taxiway for runway 18/36 (north end) at the Sturgis Municipal Airport in Sturgis, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$80,000. Source of Funds: FAA Funds (via block grant) - \$64,000; State Bond Funds - \$14,000; City of Sturgis Funds - \$2,000.

Criticality: Runway 18/36 is the primary runway at the airport. The design and ultimate construction of this taxiway will provide for improved safety at the airport. The project will also provide jobs for the consultants and eventually for the contractors. The project cannot be deferred until October 2007 or later because the City of Sturgis plans to begin construction on this project in March 2008. To achieve this goal, the project must have final plans completed by October 2007.

Purpose/Business Case: To provide for the development of engineering plans for the design of the parallel taxiway for runway 18/36 (north end).

Benefit: Will provide a design that meets all federal and state safety and airport design standards. This project will provide for safer operations at the airport due to the elimination of back taxiing on the runway.

Funding Source: 80% FAA Funds (via block grant); 17.5% State Bond Funds; 2.5% City of Sturgis Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49091.

5. *AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Aircraft Maintenance Hangar

Contract (2007-0562) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide state grant funds for the construction of a large aircraft maintenance hangar at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$5,000,000. Source of Funds: 100% State Restricted Aeronautics Funds.

Criticality: Construction of this hangar will add 200 to 300 additional aviation jobs at the Oscoda-Wurtsmith Airport and will allow the continued growth of a major Michigan-based air freight company with a fleet of 17 Boeing 747 aircraft. This project cannot be deferred until October 2007 or later because the private parties involved will establish the business at another location.

Purpose/Business Case: To provide for the construction of a large aircraft maintenance hangar at the Oscoda-Wurtsmith Airport in Oscoda, Michigan.

Benefit: Increased economic benefits to the area.

Funding Source: 100% State Restricted Aeronautics Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the contract is the loss of the 200 to 300 projected jobs, which could result in overseas outsourcing of major aircraft overhaul and repair work that could otherwise be accomplished in Michigan. Also, this project is only partially funded by the State of Michigan. Without the \$5,000,000, the remaining participating local and private funds to design and construct the project will be lost.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48750.

6. *AERONAUTICS AND FREIGHT (Aeronautics) - FAA State Block Grant

Contract (2007-0564) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 80 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$19,841,359. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or May 2017, whichever is later.

Criticality: This is revenue to the state through a federal block grant, which will provide up to 80 percent federal funding for certain airport improvement and safety enhancement projects. If the grant is not approved, the federal funds could be lost. Many airport sponsors cannot afford to fund their projects without federal assistance, which could put them at risk of noncompliance with federal regulations.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 80 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not approving the contract is the loss of federal funds.

Cost Reduction: The grant amount is determined by the FAA and not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

7. *AERONAUTICS AND FREIGHT (Aeronautics) - FAA State Block Grant

Contract (2007-0565) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 95 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$5,300,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or May 2017, whichever is later.

Criticality: This is revenue to the state through a federal block grant, which will provide up to 95 percent federal funding for certain airport improvement and safety enhancement projects. If the grant is not approved, the federal funds could be lost. Many airport sponsors cannot afford to fund their projects without federal assistance, which could put them at risk of noncompliance with federal regulations.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 95 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not approving the contract is the loss of federal funds.

Cost Reduction: The grant amount is determined by the FAA and not negotiable.

* Denotes a non-standard contract/amendment

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

8. *AERONAUTICS AND FREIGHT (Aeronautics) - FAA State Block Grant

Contract (2007-0566) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 95 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$100,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or May 2017, whichever is later.

Criticality: This is revenue to the state through a federal block grant, which will provide up to 95 percent federal funding for certain airport improvement and safety enhancement projects. If the grant is not approved, the federal funds could be lost. Many airport sponsors cannot afford to fund their projects without federal assistance, which could put them at risk of noncompliance with federal regulations.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100 % FAA Funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 95 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not approving the contract is the loss of federal funds.

Cost Reduction: The grant amount is determined by the FAA and not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Environmental Assessment and Land Acquisition

Contract (2007-0567) between MDOT and the Oceana County Board of Commissioners will provide state grant funds for the performance of an environmental assessment and for the land acquisition costs of parcels 12, 13, 14, 15, 16, 17, 18, and 19 at the Oceana County Airport in Hart, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$700,000. Source of Funds: State Bond Funds - \$665,000; Oceana County Funds - \$35,000.

Criticality: Acquiring the properties will enhance the safety of the airport by controlling obstructions and ensuring clear approaches. The environmental assessment must be completed before the land acquisition can proceed in accordance with the National Environmental Policy Act (NEPA). The project cannot be deferred until October 2007 or later because appraisals are currently being completed for parcels 12 through 19, and delaying the project would result in additional appraisal costs.

Purpose/Business Case: To provide for the performance of an environmental assessment and for the land acquisition costs of parcels 12, 13, 14, 15, 16, 17, 18, and 19. The costs include parcel acquisition and closing costs and the costs of environmental assessment of the land acquisitions.

Benefit: The environmental assessment will satisfy the requirements of NEPA. Acquiring the properties will ensure clear approaches and maintain safety by controlling the properties inside the runway protection zones and by limiting any building obstructions inside the building restriction areas.

Funding Source: 95% State Bond Funds and 5% Oceana County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 49420.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Reorientation Analysis

Contract (2007-0570) between MDOT and the City of Dowagiac will provide federal and state grant funds for a reorientation analysis for runway 4/22 (crosswind) at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$12,050. Source of Funds: FAA Funds (via block grant) - \$9,640; State Restricted Aeronautics Funds - \$2,109; City of Dowagiac Funds - \$301; Contract Total - \$12,050.

Criticality: There is a great demand for more hangar space at the airport. To accommodate additional corporate (box) hangars and t-hangars in the airport's existing hangar area, the sponsor needs to study the options for rotating and/or relocating runway 4/22. The current airport layout plan (ALP) depicts a new north/south crosswind runway 17/35 to be located west of the existing runway 4/22 turf crosswind runway. However, the cost to develop the new crosswind runway may far outweigh the cost to make alignment adjustments to the existing runway for a short-term solution to the availability of new hangar rental space. This project cannot be deferred until October 2007 or later because of the demand for hangar space and the sponsor's need to determine the best alternative before additional hangars can be constructed.

Purpose/Business Case: To provide for a reorientation analysis for runway 4/22 (crosswind) at the Dowagiac Municipal Airport. The consultant will evaluate reorientation and/or westward shift of runway 4/22 to increase available hangar development, will evaluate the location of a proposed snow removal equipment building relative to FAA design requirements (part 77 surfaces), and will prepare a cost analysis of alternatives versus a new 2,200-foot turf runway 18/36 (as shown on the existing ALP).

Benefit: Will provide the documentation needed to determine the best alternative to meet the airport's needs.

Funding Source: 80% FAA Funds (via block grant); 17.5% State Restricted Aeronautics Funds; 2.5% City of Dowagiac Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49047.

11. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program
Authorization Revision (Z2/R2) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will bring the authorization into alignment with the IDS contract terms and will increase the authorization amount by \$17,919. The IDS contract terms were recently amended to bring the contract into alignment with recommendations from the Office of Commission Audits, and this authorization revision follows that action. The changes include technical adjustments to budget line items, including a revised overhead rate and eligible costs for project management and accounting. The original authorization provides for program development, project management, education/outreach, and technical assistance services to schools, communities, and partner agencies for the earmarked federal Safe Routes to School (SR2S) Program (Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). The authorization term is August 10, 2006, through September 30, 2009. The revised authorization amount will be \$475,432. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal Safe Routes to School Program Funds.

Criticality: Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to train and assist schools to complete the planning work necessary to qualify them to apply for 100 percent federal funding.

Purpose/Business Case: The IDS contract terms were recently amended to bring the contract into alignment with recommendations from the Office of Commission Audits, and this authorization revision follows that action. The changes include technical adjustments to budget line items, including a revised overhead rate and eligible costs for project management and accounting.

Benefit: This revision will rectify existing problems with payments and accounting.

Funding Source: 100% Federal Safe Routes to School Program Funds.

Commitment Level: The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

Risk Assessment: Without this revision, MFF will be unable to complete the work program under this authorization, which will affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned. Existing problems with payments and accounting would continue and could eventually result in a disputed audit.

Cost Reduction: N/A.

Selection: N/A for revision; best source for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. HIGHWAYS – Railroad Force Account Work
Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for improvements under job number 81301 to two crossing surfaces on the I-94 business loop and one crossing surface on M-29 of CSX Transportation, Inc., near Marysville, St. Clair County. The improvements include full crossing surface removal and reconstruction of all surfaces along with recabing of the existing warning signals at both locations.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 613,059</u>
Total Funds	<u>\$ 613,059</u>

STRG 77032/77052 - 81301
Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in June 2007. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: To rebuild existing crossing surfaces and re-cable for warning devices.

Benefit: Increased safety through smoother crossing surfaces.

Funding Source: 100% Federal Highway Administrative Funds.

Commitment Level: 100% federal funds; based on railroad estimate.

Risk Assessment: Lower probability of vehicle loss of control due to smoother crossing surfaces.

Cost Reduction: Improvements are on railroad property, and CSX Transportation, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 48040.

13. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated July 5, 1994, will provide for improvements under job number 89153 to a crossing of CSX Transportation, Inc., at Highway M-50 near the village of Alto, Kent County. The improvements include the installation of half-roadway gates, relocation of the existing cantilever, and modernization of circuitry to accommodate the additional warning devices.

Estimated Funds:

Federal Highway Administrative Funds	<u>\$ 195,000</u>
Total Funds	<u>\$ 195,000</u>

STRG 41071 - 89153

Railroad Force Account Work

Criticality: The railroad work is required in the interests of public safety in accordance with MCL 462.101. Deadlines established under MCL 462.101 will not be met if this project is deferred to a later State Administrative Board agenda.

Purpose/Business Case: To relocate existing warning signals, upgrade the cantilever flasher, and add half-roadway gates.

Benefit: Increased safety through upgrading the warning devices at a grade crossing.

Funding Source: 100% Federal Highway Administrative Funds.

Commitment Level: 100% federal funds; based on railroad estimate.

Risk Assessment: Inadequate warning devices would continue to allow accidents at the crossing.

Cost Reduction: Improvements are on railroad property, and CSX Transportation, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 49302.

14. HIGHWAYS - IDS University Research Services

Authorization Revision (Z21/R1) under Contract (2003-0063) between MDOT and Michigan Technological University will extend the authorization term by three months to provide sufficient time for the university to complete the research services. Additional time is needed because mechanical and set-up problems with the equipment delayed the data collection necessary for completion of the project. The original authorization provides for the evaluation of Ultra-High Performance Concrete (UHPC) for Michigan bridges material performance. The revised authorization term will be June 9, 2006, through September 9, 2007. The authorization amount remains unchanged at \$58,916.74. The contract term is September 12, 2003, through September 12, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The project will not be successfully completed without the time extension, and MDOT would effectively lose the investment already made in UHPC. As a result, development of more economical and longer lasting bridges using UHPC would not be possible. Freeze-thaw testing of specimens for this project must be continuous after testing begins and cannot be stopped without destroying the validity of the results. Deferring the time extension to an October 1, 2007, or later State Administrative Board agenda would cause an interruption of the freeze-thaw testing and invalidate the results, and federal funds could be lost because of limitations on the continuation of State Planning and Research funds.

Purpose/Business Case: Will extend the authorization term by three months to provide sufficient time for the university to complete the research services.

Benefit: The higher strengths afforded by UHPC will allow smaller beams to be used, beam spacing to be increased, and greater spans to be achieved. Increasing the span to depth ratio can increase the aesthetical value of a bridge and lower costs in areas where land acquisition is prohibitive for embanked fill approaches. Increased beam spacing increases the economy of the beams and may create savings in construction time and costs. Longer spans can reduce the environmental impact and costs associated with in-water pier construction.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the development of economical and longer-lasting bridges using UHPC could be delayed. The project cannot be completed without the time extension, and MDOT could effectively lose the investment it has already made in UHPC.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49931.

15. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z8/R1) under Contract (2004-0330) between MDOT and RS Engineering, LLC, will provide for the performance of additional traffic and safety design services, will increase the authorization amount by \$9,997.15, and will extend the authorization term by one year to provide sufficient time for the consultant to complete the additional services. The additional services will include the revision of the signing plans for various bridge-mounted sign supports to accommodate an additional deck overhang distance. The accommodation is needed because a separate project involving the same bridge required design revisions, which impacted this project. The original authorization provides for the development of design plans for 7.77 miles of freeway sign upgrading on I-75 from M-3 to M-102 in Wayne County (CSs 82251, 82252 – JN 83123C). The revised authorization term will be October 26, 2005, through July 13, 2008. The revised authorization amount will be \$299,988.95. The contract term is July 14, 2004, through July 13, 2008. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, including freeway signing. This project will provide for improved public safety. Without this revision, the entire signing project cannot be constructed and installed. The design plans are 80 percent complete. As the result, this contract needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To provide for the performance of additional traffic and safety design services. The additional services include the revision of the signing plans for various bridge-mounted sign supports to accommodate an additional deck overhang distance. The revisions are needed because a separate project involving the same bridge required design revisions, which impacted this project.

Benefit: Will improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Increased public safety risks and loss of safety assets. If this revision is not approved, the changes will be required at the construction stage of this project, so there will be a construction extra, which will cost more.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48216.

16. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0410/A1) between MDOT and Williams & Works, Inc., will extend the term of the indefinite delivery of services (IDS) contract by 27 months to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z4), (Z10), and (Z11). The additional time is needed because the lettings for these projects were postponed for a year. The original contract provides for engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be August 6, 2004, through October 31, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following three items are for revisions to authorizations issued under this IDS contract.

Criticality: The bridges under authorizations (Z4), (Z10), and (Z11) are in need of reconstruction, rehabilitation, and capital preventative maintenance. Poor elements on these structures could result in unsafe conditions, with the possibility of concrete falling and causing harm to travelers on or beneath these structures. The intent is to preserve the lives of the existing structures. As a result, this amendment needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To extend the contract term by 27 months to provide sufficient time for the consultant to complete ongoing work under authorizations (Z4), (Z10), and (Z11). No new authorizations will be issued under this contract.

Benefit: Will allow work under authorizations issued under this contract to be completed.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the contract term will allow the contract to expire and will not allow work under ongoing authorizations issued under it to be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; N/A for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R2) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the capital preventative maintenance (CPM) bridge design work. A later than anticipated construction schedule requires the plans for this project to be completed later, as well. The original authorization provides for CPM bridge design work to be performed for four bridges on M-44 and M-37 in the Grand Region, Kent County (CSs 41025, 41026, 41051 - JN 82763D). The revised authorization term will be June 22, 2005, through August 5, 2008. The authorization amount remains unchanged at \$131,663.89. The contract term is August 6, 2004, through October 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This is preventive maintenance work scheduled for these bridges. If the repairs are not performed at this time, the bridges will deteriorate at a faster rate and may have to be closed. As a result, this revision needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the CPM bridge design work on four bridges on M-44 and M-37 in the Grand Region, Kent County.

Benefit: Will allow the design services under this authorization to be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the project work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49506.

18. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R1) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will extend the authorization term by approximately 27 months to provide sufficient time for the consultant to complete bridge design services for the reconstruction and rehabilitation of seven bridges (S22, S24, S26, S27, S28, S30, and S31) on I-96 in Wayne County (CS 82123 - JN 79529D). The additional time is needed because the letting date for the project was postponed for a year. The original authorization provides for deck replacements; thin epoxy overlay; deck patch work; shoulder widening; steel repairs; paint, pin, and hanger replacements; sidewalk repairs; substructure repairs; approach work, including curb and gutter and guardrail upgrades; and maintenance of traffic plans and provisions. The revised authorization term will be May 4, 2006, through October 31, 2009. The authorization amount remains unchanged at \$859,998.19. The contract term will be August 6, 2004, through October 31, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project is for reconstruction and rehabilitation of bridges in poor condition on I-96 in Wayne County. Poor elements on these structures could result in unsafe conditions, with the possibility of concrete falling and causing harm to travelers beneath the structures. Continued deterioration may require closure of these bridges until replacement is done. As a result, this revision needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To extend the authorization term by 27 months to provide sufficient time for the consultant to complete the design services. The intent of this project is to preserve the life of the existing structures.

Benefit: Will enhance the safety of travelers on or beneath these structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant may not be able to complete the project work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48238.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z11/R1) under Contract (2004-0410) between MDOT and Williams & Works, Inc., will extend the authorization term by 27 months to provide sufficient time for the consultant to complete bridge design services for the reconstruction and rehabilitation of three bridges (S23, S25-3, and S25-4) on I-96 in Wayne County (CS 82123 - JN 79530D). The additional time is needed because the letting date for the project was postponed for a year. The original authorization provides for deck replacements; thin epoxy overlay; deck patch work; shoulder widening; steel repairs; paint, pin, and hanger replacements; sidewalk repairs; substructure repairs; approach work, including curb and gutter and guardrail upgrades; and maintenance of traffic plans and provisions. The revised authorization term will be May 4, 2006, through October 31, 2009. The authorization amount remains unchanged at \$402,793.03. The contract term will be August 6, 2004, through October 31, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: This project is for the reconstruction and rehabilitation of bridges in poor condition on I-96 in Wayne County. Poor elements on these structures could result in unsafe conditions, with the possibility of concrete falling and causing harm to travelers beneath the structures. Continued deterioration may require closure of these bridges until replacement is done. As a result, this revision needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To extend the authorization term by 27 months to provide sufficient time for the consultant to complete the design services.

Benefit: Will enhance the safety of travelers on or beneath these structures.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant may not be able to complete the project work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48239.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2005-0158) between MDOT and Driesenga & Associates, Inc., will provide for full construction inspection and testing services to be performed for M-40 and M-89 from the north city limits of Allegan northwesterly to 124th Avenue, Allegan County (CS 03072 - JN 74852A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$173,962.36. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Inspection and testing are critical to the successful completion of MDOT projects. The consultant will ensure that the project will meet all federal and state requirements. The construction project is scheduled for a start date of June 4, 2007. As a result, this contract needs to be approved on the June 5, 2007, agenda and cannot be deferred to an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for full construction inspection and testing services to be performed for M-40 and M-89 from the north city limits of Allegan northwesterly to 124th Avenue, Allegan County.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not approved, the project may not have adequate construction oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49010.

21. HIGHWAYS - Increase Services and Amount (Delayed from the May 1, 2007, agenda.)
Amendatory Contract (2005-0385/A1) between MDOT and URS Corporation Great Lakes will provide for the performance of additional services to support control room operations at the Michigan Intelligent Transportation System (MITS) Center in the Metro Region and will increase the contract amount by \$249,360.65. This amendment will provide for the addition of up to three staff personnel at the MITS Center. The operations control room has seen an unprecedented 26 percent increase in the number of motorist assist calls that are received, analyzed, and processed, including dispatch coordination with the 911 dispatch center that is co-housed with the operations control room. The increased number of motorist assists is substantially above the previous three-year figures. The freeway courtesy patrol serves the Southeast Michigan area; it expanded its operations to serve the public 24 hours per day, seven days a week, at the commencement of this contract. The magnitude of the needed services could not have been anticipated, and additional staff and resources are needed. The original contract provides for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operation of the MITS Center. The contract term remains unchanged, September 23, 2005, through September 23, 2008. The revised contract amount will be \$4,582,197.45. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Roadway impediments, work zones, and potential hazards must be monitored, and information about them must be communicated to the public to improve safety. Travelers need to be informed of delays so they can make travel decisions and can appropriately and quickly determine alternate routes. Close monitoring of roadway conditions and good communication can reduce secondary incidents on Michigan's roadways by reducing accidents/fatalities, helping to bring Michigan into compliance with the federal roadway fatality safety goal. Information provided to emergency medical services responders allows them to quickly and efficiently respond to incidents, improving response times and increasing safety. As a result, this contract needs to be approved on the June 5, 2007, agenda and cannot be deferred to an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional services to support control room operations at the MITS Center in the Metro Region, including the addition of up to three staff people. The additional services will include analysis of the freeway courtesy patrol data to enhance control room and freeway operations, road work construction coordination and increased monitoring and communications, development of performance measure reporting as an extension of the quality control process, and enhanced support for outreach activities.

Benefit: Will provide enhanced support for more effective operations and increased safety of the transportation system.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, an opportunity will be lost to provide enhanced support for more efficient operations and increased safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48226.

22. HIGHWAYS - IDS Intelligent Transportation Services

Authorization (Z13) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will provide for engineering support services to be performed for the Michigan Vehicle Infrastructure Integration (VII) program in the Metro and University Regions (CS 84917 - JN 87804). The work items include, but are not limited to, program/project management, general and technical support, Intelligent Transportation System/VII planning and collaboration, systems engineering support, design review, systems integration and implementation oversight, and traffic management/engineering support. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$547,000. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Criticality: MDOT and the Michigan Economic Development Corporation have sponsored a 21st Century Jobs Fund project, the Connected Vehicle Proving Center (CVPC), which is anticipated to result in the creation of 1,600 new jobs in Michigan in the coming years. This project is necessary to provide engineering support to the CVPC to help ensure that those jobs are actually created. As a result, this contract needs to be approved on the June 5, 2007, agenda and cannot be deferred until an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for engineering support services to be performed for the Michigan VII program in the Metro and University Regions.

Benefit: Will ensure that Michigan stays the leader in VII and is in a position to compete for additional future funding. MDOT is currently the leader in this program. In the past 18 months, Michigan-based companies and organizations have received over \$100 million in funds from the United States Department of Transportation (US DOT). The Michigan VII program is part of the larger US DOT VII program and is supported by all of the Michigan-based auto manufacturers and is seen as the future of transportation in the US.

Funding Source: 50% Federal Highway Administration Funds and 50% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, it would be increasingly difficult to keep up with the current state-of-the-art technologies of the VII program, and MDOT would be at risk of losing future funding and opportunities in the program.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0137) between MDOT and Otwell Mawby Geotechnical, P.C., will provide for as-needed hot mix asphalt (HMA) testing services to be performed for various projects within the North Region (CSs various - JNs various). The work items include providing a fully functional testing laboratory, providing HMA quality assurance testing, and providing test reports. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$182,760.43. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: HMA testing is critical to the acceptance and funding of paving projects. MDOT specifications require acceptance testing of HMA, and FHWA funding of projects is contingent upon MDOT performing and documenting the acceptance tests as set forth in the specifications. This authorization is needed to provide for the performance of testing for projects that have been let and are scheduled for construction during the summer of 2007. For this reason, the authorization cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To provide for the performance of complete hot mix asphalt testing services, as needed and requested by the MDOT project manager, for the North Region. The authorization duties include completing all required quality assurance testing and all documentation necessary for the project files. Acceptance testing is required for funding participation by the FHWA.

Benefit: Will provide for testing services to be performed, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not approved, federal funding could be lost and the project could lack adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49735.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0165) between MDOT and Materials Testing Consultants, Inc., will provide for as-needed inspection and testing services to be performed for the Southwest Region. The work items include project administration, hot mix asphalt (HMA) inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$244,978.49. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Testing of materials put into place on MDOT construction projects is required to secure Federal Highway Administration (FHWA) funding and is critical to the quality and longevity of MDOT assets. These services are needed during this summer's construction. As a result, this contract needs to be approved on the June 5, 2007, agenda and cannot be deferred to an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed inspection and testing services to be performed for the Southwest Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

25. HIGHWAYS - IDS Engineering Services (Delayed from the April 3, 2007, agenda.)
Authorization (Z8) under Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for as-needed road design surveys to be performed for M-140 in Watervliet from south of Dan Smith Road to north of the north village limits, Berrien County (CS 11072 - JN 87321C). The work items include survey control placement, topographic mapping, and legal alignment. The authorization will be in effect from the date of award through March 22, 2009. The authorization amount will be \$145,910.27. The contract term is March 23, 2006, through March 22, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Right-of-way (ROW) plans need to be developed and the ROW properties purchased for the construction project to start/finish within its time constraints. As a result, this contract needs to be approved on the June 5, 2007, agenda and cannot be deferred to an October 2007, or later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed road design surveys to be performed for M-140 in Watervliet from south of Dan Smith Road to north of the north village limits, Berrien County.

Benefit: Will provide accurate representations of the existing conditions (locations and grades on the existing roadway) needed to facilitate the project design.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this work is not performed, the project's plan completion will be delayed and the project letting will be delayed.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49098.

26. HIGHWAYS - IDS Intelligent Transportation Services
Authorization (Z1) under Contract (2006-0329) between MDOT and Kimley-Horn Michigan, Inc., will provide the update of the regional Intelligent Transportation System (ITS) architectures and the development of an ITS deployment plan for the Metro Region and the Southeast Michigan Council of Governments (SEMCOG) in the University Region (CS 84917 - JN 87809). The authorization will be in effect from the date of award through February 6, 2010. The authorization amount will be \$184,292.79. The contract term is February 7, 2007, through February 6, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The Transportation Equity Act for the 21st Century required that an ITS architecture be developed by April of 2005, and the FHWA has required that the architecture be updated on an as-needed basis. The SEMCOG region ITS architecture was developed approximately seven years ago, and many of the components of ITS that are commonplace today are not included in the old version of the architecture. An update needs to begin as soon as possible to include a number of projects, components, and technologies that are being designed and included in the 2007 and 2008 capital construction program, including the Gateway Project, the M-10 reconstruction project, and I-75 project south of Detroit. Not having a properly updated architecture could result in uncoordinated deployment of these critical traffic management and safety devices and additional future costs to integrate the systems with future deployments and coordinate with local agencies. For this reason, this authorization needs to be approved on the June 5, 2007, State Administrative Board Agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To provide for the update of the regional ITS architectures and the development of an ITS deployment plan for Metro Region and SEMCOG in the University Region.

Benefit: Will provide a roadmap for the deployment of ITS to ensure that all systems are interoperable amongst multiple agencies to prevent duplications of efforts and to provide for the coordination of technologies, which will result in a less expensive deployment and a better long-term solution.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, future expansion and upgrades of the system may be limited and higher costs for integration and deployment could result.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for US-31 from north of the north branch of the Pentwater River to north of the Oceana County line, Oceana County (CS 64015 - JN 60431C). The services will include cold milling and hot mix asphalt (HMA) resurfacing, trenching and widening of outside shoulders, upgrading guardrail and safety items, and lengthening of ramp acceleration/deceleration lanes. The authorization will be in effect from the date of award through July 11, 2009. The authorization amount will be \$324,369.90. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: These services are critical to keeping the project on schedule, using the federal funds in the designated years, and reaching condition goals for the state's roadway system. If the approval of this authorization were deferred until an October 2007 or later agenda, the letting would be delayed and the Five Year Plan would be negatively impacted.

Purpose/Business Case: To provide for design services to be performed for US-31 from north of the north branch of the Pentwater River to north of the Oceana County line, Oceana County. The services will include cold milling and HMA resurfacing, trenching and widening of outside shoulders, upgrading guardrail and safety items, and lengthening of ramp acceleration/deceleration lanes.

Benefit: Will extend the pavement service life and increased public safety.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the pavement service life will continue to decrease, safety issues may not be addressed, and the plan completion and project letting may be delayed.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49449.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of full construction engineering services for the deck replacement, deep concrete overlay, and capital preventative maintenance (CPM) work on M-153 over M-14, on Joy Road over M-14, on Curtis Road over M-14, and on M-153 over Fleming Creek, Washtenaw County (CS 81103 - JN 74744A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$359,903.60. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: It is critical to provide construction engineering oversight services for the M-14 bridge rehabilitation project. The construction project is now scheduled to begin on April 30, 2007, ahead of the original schedule. The project was moved forward because of the extremely poor conditions of some of the structures, and the schedule is very aggressive. For this reason, the authorization needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To provide for the performance of full construction engineering services for the deck replacement, deep concrete overlay, and CPM work on M-153 over M-14, on Joy Road over M-14, on Curtis Road over M-14, and on M-153 over Fleming Creek, Washtenaw County.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48105.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the performance of full construction engineering services for the bridge deck replacement, beam painting, and pin and hanger replacement work on M-14 under Gotfredson Road, Washtenaw County (CS 81103 - JN 74709A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$125,266.48. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical to provide construction engineering oversight services for the M-14 bridge rehabilitation project. The construction project is now scheduled to begin on April 30, 2007, ahead of the original schedule. The project was moved forward because of the extremely poor conditions of some of the structures, and the schedule is very aggressive. For this reason, the authorization needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To provide for the performance of full construction engineering services, for the bridge deck replacement, beam painting, and pin and hanger replacement work on M-14 under Gotfredson Road, Washtenaw County.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48198.

30. HIGHWAYS - IDS Engineering Services

Authorization (Z20) under Contract (2006-0615) between MDOT and Parsons Brinkerhoff Michigan, Inc., will provide for traffic signal optimization work to be performed along various state trunkline routes in Monroe County (CS 58900 - JN 87941C). The work items include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes crash data analysis and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is done to maximize the existing roadway system along various corridors and at isolated intersections to move traffic more efficiently. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$228,769.86. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: These services are for traffic safety improvement projects issued by MDOT. The safety of the public is directly related to this work. This contract is also 100 percent federally funded, and these funds will be at risk if they are not utilized by the end of this fiscal year. As a result, this contract needs to be approved on the June 5, 2007, agenda and cannot be deferred to an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for traffic signal optimization along various state trunkline routes within Monroe County.

Benefit: Will provide a safer driving environment by reducing crashes. Traffic in corridors will flow more effectively and efficiently, reducing user delays and associated costs.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without signal optimization, traffic delays and congestion will continue to increase, which will increase public safety risks and have an overall negative economic impact (more travel time, fuel consumption, and pollution).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new safety project.

Zip Code: 48161.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for signal modernization design work to be performed for 20 locations and for Americans with Disabilities Act (ADA) compliant ramp design work to be performed for six intersections in the Grand Region (CSs various - JN 88809C). The work items include interconnect and signal modernization design (design for the upgrade of existing traffic signal equipment), radio interconnect design, and design for the replacement of all existing traffic and pedestrian signal heads crossing all legs with 12-inch heads. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$118,657.80. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT traffic and safety program to preserve the integrity of MDOT safety assets, which include traffic signals and crosswalks. This project will provide for improved public safety. The existing signals could pose immediate safety hazards because they are deteriorated to the point of malfunctioning at any time. Recent federal legislation requires MDOT to install ADA-compliant sidewalk ramps on any intersection located within any MDOT project. As the result, this contract needs to be approved on the June 5, 2007, State Administrative Board agenda and cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To modernize high priority electronic traffic control devices in the Grand Region. Priorities are based on the age of the equipment and current maintenance issues. This project includes traffic signals (both stop and go and flashers), sign mounted beacons (such as curve warning signs), a fire station warning sign beacon, and an overhead keep right sign. This project is region-wide, which will allow MDOT to modernize the devices most in need of replacement.

Benefit: Will reduce maintenance costs and decrease malfunctions, which will reduce safety hazards. All bulbs will be replaced with light-emitting diode lamps, which will decrease energy consumption costs.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If these services are not approved, maintenance costs will increase, the potential for failure of the devices will increase, and the visibility of the warning signs will continue to deteriorate, increasing public safety risks.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48909.

32. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2007-0436) between MDOT and Lawrence Technological University will provide for a critical evaluation of bridge scour for Michigan-specific conditions. The authorization will be in effect from the date of award through three years. The authorization amount will be \$165,689.05. The contract term is from March 23, 2007, through March 22, 2010, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Accurate scour prediction is needed to ensure that Michigan bridges remain safe. This project will also produce budgetary savings and protect existing state revenue as accurate scour predictions will make it possible for MDOT to select the right fix for a bridge during project selection and design. Evaluation of scour critical bridges is required by the Federal National Bridge Inspection Standards, so not doing them correctly could put federal funds at risk. Because of the criticality of this project and because it is being coordinated with another ongoing research project with Wayne State University, it cannot be deferred to an October 2007 or later State Administrative Board agenda.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for a critical evaluation of bridge scour for Michigan-specific conditions.
Benefit: Will help to reduce costs and resources needed to monitor and replace the bridges and provide scour protection.
Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: If this authorization is not approved, scour calculations may not be calibrated for Michigan-specific conditions, which could result in greater costs for designing bridge foundations, monitoring bridges, and providing protection for scour-critical bridges.
Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 48201.

33. HIGHWAYS - IDS Engineering Services

Contract (2007-0559) between MDOT and R.S. Scott Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

34. HIGHWAYS - IDS Engineering Services

Contract (2007-0560) between MDOT and Parsons Transportation Group, Inc. of Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

35. HIGHWAYS - IDS Engineering Services

Contract (2007-0569) between MDOT and TES Consultants will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$50,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

36. HIGHWAYS - IDS Engineering Services

Contract (2007-0572) between MDOT and Audu Engineering Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Authorizations over \$50,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for needed engineering services for highway projects.

37. *HIGHWAYS - IDS Expert Witness Services

Contract (2007-0578) between MDOT and Employment Research Corporation will provide for the performance of various expert witness services, including research and investigatory services and testimony, in the defense of lawsuits filed against MDOT on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$2,000,000. The maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, state, or local funds, depending on the particular project authorized.

Criticality: Approval of indefinite delivery of services (IDS) contracts is necessary to allow MDOT to issue critical work authorizations for essential expert witness and investigatory services performed under the direction of the Office of the Attorney General. It is imperative that this IDS contract be approved at this time as two work authorizations for services related to pending litigation cannot be issued without the prior approval of this IDS contract.

38. HIGHWAYS - IDS Expert Witness Services

Authorization (Z1) under Contract (2007-0578) between MDOT and Employment Research Corporation will provide for expert witness services, including research and investigatory services, to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$31,015.50. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: It is critical that this authorization be approved to assist the Office of the Attorney General, Transportation Division, in providing employment-related expert witness services such as analysis of lost wages, surveys of available jobs, and analysis of plaintiff expert reports and trial testimony. Because of pending litigation, it is imperative that this authorization be approved and processed as soon as possible.

Purpose/Business Case: To provide for expert witness and investigatory services to be performed under the direction of the Office of the Attorney General, Transportation Division.

Benefit: Will provide services that will result in a lower level of risk to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the consultant will not be able to provide investigatory services, which could result in an increased level of risk to MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48321.

39. HIGHWAYS - IDS Expert Witness Services

Authorization (Z2) under Contract (2007-0578) between MDOT and Employment Research Corporation will provide for expert witness services, including research and investigatory services, to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through the expiration date of the indefinite delivery of services contract. The authorization amount will be \$36,613.75. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: It is critical that this authorization be approved to assist the Office of the Attorney General, Transportation Division, in providing employment-related expert witness services such as analysis of lost wages, surveys of available jobs, and analysis of plaintiff expert reports and trial testimony. Because of pending litigation, it is imperative that this authorization be approved and processed as soon as possible.

Purpose/Business Case: To provide for expert witness and investigatory services to be performed under the direction of the Office of the Attorney General, Transportation Division.

Benefit: Will provide services that will result in a lower level of risk to MDOT.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the consultant will not be able to provide investigatory services, which could result in an increased level of risk to MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48625.

40. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2007-5117) between MDOT and the Manistee County Road Commission will provide for funding participation in the following activities:

Resurfacing work for the Highway US-31 detour on Schoedel Road between Highways US-31 and M-22, including the placement of shoulder aggregate and pavement markings, in Manistee Township, Manistee County, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$200,000
Manistee County Road Commission Funds	\$ 0
Total Funds	<u>\$200,000</u>

M 84912 - 89241

Local Letting

Criticality: This contract is needed in order for the Manistee County Road Commission to maintain a detour route along a Manistee County road during MDOT's US-31 construction project. For this reason, the contract cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To provide for the Manistee County Road Commission to perform construction and construction engineering work along the detour route for MDOT's US-31 construction project.

* Denotes a non-standard contract/amendment

Benefit: The detour improvements will allow the US-31 construction project to commence without the construction of more costly temporary roadways, and the improvements will allow the detour route to be restored to a condition similar to that before its use as a detour.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% state funds up to a total amount not to exceed \$200,000, with any costs in excess of this amount to be paid by Manistee County.

Risk Assessment: The alternate option of constructing a temporary detour roadway would add time to the US-31 construction project, and the temporary detour roadway would have to be removed after completion of US-31 project.

Cost Reduction: Low bid with MDOT shares capped at \$200,000.

Selection: Low bid.

New Project Identification: Improvement of existing roadway along detour route.

Zip Code: 49660.

41. HIGHWAYS – Participation for Local Agency Construction Contract

Contract (2007-5182) between MDOT and the City of Marquette will provide for participation in the construction of the following Transportation Enhancement improvements:

Non-motorized pathway and streetscaping work along the Highway US-41 business route (Washington Street) from McClellan Avenue to Seventh Street, including street lighting, pedestrian signal, street furniture, decorative sidewalk, grading, aggregate base, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$434,474.15
City of Marquette Funds	<u>\$355,478.85</u>
Total Funds	<u>\$789,953.00</u>

STE 52044 – 90047; Marquette County
Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not to be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the community receiving these funds has already invested significant local dollars into planning and designing this project and is depending on the use of Transportation Enhancement Activities Funds to bring the investment to fruition and construct the project. Delaying this project would adversely impact this community as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Marquette Funds.

Commitment Level: 55% federal funds, 45% City of Marquette Funds; based on estimate.

Risk Assessment: Contract required in order for the City to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49855.

42. HIGHWAYS – Local Participation in Trunkline Construction Contract
Contract (2007-5189) between MDOT and the Isabella County Road Commission (CRC) will provide for participation in the following improvements:

Construction of a 30-inch diameter storm sewer and outlet from the intersection of the Highway US-127 business route and Isabella Road southerly to the Potter-Brodie Drain.

Estimated Funds:

Isabella CRC Funds	<u>\$140,000</u>
Total Funds	<u>\$140,000</u>

ST 37011 – 86635
Letting of 2/2/2007

Criticality: Construction on the US-127BR is underway. Storm sewer work needs to be completed during the road construction project, so this contract needs to be approved at the June 5, 2007, State Administrative Board agenda and cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To provide for reimbursement to MDOT for construction of a county storm sewer in conjunction with an MDOT-let project.

Benefit: Will provide for MDOT to be paid for services rendered to the County.

Funding Source: 100% Isabella CRC Funds

Commitment Level: 100% Isabella CRC Funds; based on estimate.

Risk Assessment: Without construction, inadequate sewer capacity could do damage to MDOT roadways.

Cost Reduction: Reimbursement at actual cost. No cost to MDOT since funded 100 percent by the Isabella CRC.

Selection: N/A.

New Project Identification: New construction of storm sewer.

Zip Code: 48858.

43. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2007-5227) between MDOT and the Village of Metamora will provide for participation in the following Transportation Enhancement improvements:

Streetscaping work at the intersection of High Street and Oak Street, including concrete sidewalk, street lighting, retaining wall, street furniture, and landscaping work.

Estimated Funds:

Federal Highway Administration Funds	\$196,002
Village of Metamora Funds	<u>\$130,668</u>
Total Funds	<u>\$326,670</u>

STE 44011 – 83644; Kent County
Local Letting

Criticality: Transportation Enhancement Activities Funds can only be used for transportation enhancement activities and may not be expended on any other activity. If Michigan does not use these funds, they would be made available to other states and Michigan residents would lose out on the benefits afforded by the use of these funds in Michigan. In addition, the community receiving these funds has already invested significant local dollars into planning and designing this project and is depending on the use of Transportation Enhancement Activities Funds to bring the investment to fruition and construct the project. Delaying this project would adversely impact this community as its budget, permit time frames, and construction schedule are contingent upon the current project schedule.

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Enhancement of transportation system.

Funding Source: Federal Transportation Enhancement Activities Funds and Village of Metamora Funds.

Commitment Level: 60% federal funds up to \$196,002 and the balance by Village of Metamora; based on estimate.

Risk Assessment: Contract required in order for the Village to receive these federal funds.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: New enhancement of existing roadway.

Zip Code: 48455.

44. HIGHWAYS - Participation for Local Agency Construction Contract

Contract (2007-5261) between MDOT and the City of Charlotte will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development (TED) Category A Funds:

Reconstruction work along Reynolds Road from Shepard Street to the south terminus.

Transportation Economic Development Category A projects require a minimum 20 percent local match. The local match on this project is estimated to be \$150,800, which is met in part by the \$85,800 shown below. The remaining match will be met through local agency participation in the following project-related costs: preliminary engineering, right-of-way acquisition, construction, and construction engineering. This contract is for the construction portion only of this Transportation Economic Development project.

Estimated Funds:

State Restricted TED Funds	\$603,200
City of Charlotte Funds	<u>\$ 85,800</u>
Total Funds	<u>\$689,000</u>

EDA 23522 – 88794; Eaton County
Local Letting

Criticality: Public Act 231 provides for the use of Transportation Economic Development Funds to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. These funds are being used in conjunction with this project to provide an incentive to create or retain jobs, relieve urban congestion, and create an all-season roadway network that supports commercial activities. Delaying this project would adversely affect Michigan's economy.

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and City of Charlotte Funds.

Commitment Level: 88% state funds up to \$603,200 and the balance by the City of Charlotte; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

Selection: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48813.

45. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2007-0575) between MDOT and Mannik & Smith Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: Approval of this indefinite delivery of services (IDS) contract is necessary to allow MDOT to issue authorizations as needed for technical, appraisal, acquisition, and property management services for the Real Estate Division.

46. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z17/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), providing service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. Prior to spending designated funds on the signage line item in this grant, SMART opted to use funds from an older grant to acquire as much bus route signage as possible. As a result of coordinating funding obligations between the two grants, total use of all funds has been delayed. While SMART has now obligated approximately 75 percent of the signage funds in this grant, the remaining balance will not be obligated prior to authorization expiration. Also, renovation of the Monroe facility has taken longer than anticipated. Renovation projects funded through other grants needed to be completed before SMART could start work on the projects in this grant. Although more than 80 percent of the funding in this line item has now been obligated, additional time is needed to obligate the balance for projects near the end of the renovation project. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 1, 2004, through June 30, 2008. The authorization amount remains unchanged at \$15,904,739. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$12,723,791; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds (CTF) - \$3,180,948.

Criticality: This time extension is critical because the agency has ongoing vendor expenses it must pay in order to complete the project. For this reason, the revision cannot be deferred to an October 2007 or later agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for SMART to complete the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$12,723,791; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$3,180,948.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 48226.

47. PASSENGER TRANSPORTATION - Increase Amount, Extend Term (Delayed from the April 3, 2007, agenda.)

Retroactive Amendatory Contract (2005-0553/A2) between MDOT and the City of St. Ignace will increase the contract amount by \$1,290 and will extend the contract term by approximately six months (63 days retroactive). The land acquisition costs for the purchase of property for the future construction of an intercity bus terminal in the city of St. Ignace were greater than anticipated, based upon the appraised value of the property. Funds from the architectural and engineering (A&E) services line item were used to cover the unanticipated additional land acquisition costs. As a result, additional funding is now needed to complete the A&E services portion of the contract. The additional time is needed because the A&E services were put on hold pending approval of the additional funding. This amendment is retroactive because it was originally scheduled for the April 3, 2007, State Administrative Board agenda but was subsequently delayed due to the 2007 Executive Directives. The original contract provides state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant. The revised contract term will be October 5, 2005, through September 21, 2007. The revised contract amount will be \$413,290. Source of Funds: Federal Transit Administration (FTA) Funds - \$330,632; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$82,658.

Criticality: It is critical that this amendment be approved at this time to prevent the loss of federal funds allocated to the contract and to satisfy financial obligations incurred under the terms of the contract for eligible project costs by the City of St. Ignace.

Purpose/Business Case: To increase the contract amount due to higher than anticipated land acquisition costs and to extend the contract term by approximately six months.

Benefit: Will ensure the reliability and continuity of intercity bus connections at St. Ignace and will provide a safe environment for intercity bus passengers traveling to and from the Upper Peninsula with links to the national transportation system.

Funding Source: FTA Funds - \$330,632; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$82,658.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: The risks of not approving this amendment are the loss of a safe environment for intercity bus passengers and the loss of a reliable service connection for passengers traveling to and from the Upper Peninsula.

Cost Reduction: The cost of the land acquisition is the appraised value of the property.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49781.

48. *PASSENGER TRANSPORTATION - Section 5316 Revenue

Contract (2007-0571) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,252,127 in Federal Section 5316 Job Access/Reverse Commute Program funds under Federal Grant MI-37-X024. These funds will allow transit agencies to provide service in FY 2007 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services. Funds will also be provided to the Michigan Public Transit Association to conduct training and outreach programs in FY 2007 and FY 2008 to assist transit providers in complying with a new federal requirement for the development of local coordinated plans. The grant will be in effect from October 1, 2006, until the last obligation between the parties has been met. The grant is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$732,228; FY 2007 State Restricted Comprehensive Transportation Funds - \$519,899.

Criticality: The Section 5316 grant provides federal funds for transit agencies to provide service in FY 2007 designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment and to purchase capital items in support of these services. Coordinated plan training is needed so future federal funds will continue to flow to transit agencies in Michigan. Transit agencies have been providing services since October 1, 2006, without any federal funding or state funding and are in urgent need of these funds. Since this funding is for the operation of service in FY 2007, the revenue grant cannot be deferred to an October 2007 or later State Administrative Board agenda.

Purpose/Business Case: To provide for the FTA to grant MDOT \$1,252,127 in Section 5316 Job Access/Reverse Commute Program funds for FY 2007 under Federal Grant MI-37-X024.

Benefit: Increased public safety through improved transportation services.

Funding Source: FTA Funds - \$732,228; FY 2007 State Restricted Comprehensive Transportation Funds - \$519,899.

Commitment Level: Grant amount is based on cost estimates.

Risk Assessment: The risk of not approving this grant is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: Provides for continuation of this operating assistance program for FY 2007.

Zip Code: 48909.

49. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2007-0547) between MDOT and the City of Manton will transfer jurisdiction of a section of M-42, from the west city limits of the city of Manton to the US-131 business route, from MDOT to the City of Manton. This is a zero dollar MOU.

Criticality: Correct assignments of jurisdiction allow roadways to receive priority ranking, which is the critical element in the allocation of the limited funds available to road agencies for improvements. Transfers of jurisdiction of roadways to road agencies between July 1 and June 30 will entitle the road agencies to receive significant financial payments as authorized under Section 10a of Public Act 51 of 1951.

Purpose/Business Case: To transfer jurisdiction of a section of M-42 from MDOT to the City of Manton. This is done under Public Act 296 of 1969.

Benefit: This transfer of jurisdiction of the roadway will free up MDOT funds to be spent on higher ranking roadways, and transferring jurisdiction of the roadway at this time will allow the City of Manton to benefit from Section 10a of Public Act 51 of 1951 in calendar year 2007. (If the transfer is completed after June 30, 2007, the Wexford County Road Commission will have to wait until 2008 to receive the funding.)

Funding Source: This is a zero dollar transaction.

Commitment Level: N/A.

Risk Assessment: If jurisdiction is not transferred, MDOT will retain a low-functioning/low-priority roadway (M-42) on its inventory of state roads. Over time, the costs of retaining such a trunkline will far outweigh the contract costs of a future jurisdictional transfer.

Cost Reduction: This is a zero dollar transfer. Once the MOU is effective, MDOT will no longer have maintenance responsibility for the roadway being transferred.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49663.

50. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2007-0549) between MDOT and the Wexford County Road Commission will transfer jurisdiction of a section of M-42, from M-37 to the west city limits of the city of Manton, from MDOT to the Wexford County Road Commission. This is a zero dollar MOU.

Criticality: Correct assignments of jurisdiction allow roadways to receive priority ranking, which is the critical element in the allocation of the limited funds available to road agencies for improvements. Transfers of jurisdiction of roadways to road agencies between July 1 and June 30 will entitle the road agencies to receive significant financial payments as authorized under Section 10a of Public Act 51 of 1951.

Purpose/Business Case: To transfer jurisdiction of a section of M-42 from MDOT to the Wexford County Road Commission. This is done under Public Act 296 of 1969.

Benefit: This transfer of jurisdiction of the roadway will free up MDOT funds to be spent on higher ranking roadways, and transferring jurisdiction of the roadway at this time will allow the Wexford County Road Commission to benefit from Section 10a of Public Act 51 of 1951 in calendar year 2007. (If the transfer is completed after June 30, 2007, the Wexford County Road Commission will have to wait until 2008 to receive the funding.)

Funding Source: This is a zero dollar transaction.

Commitment Level: N/A.

Risk Assessment: If jurisdiction is not transferred, MDOT will retain a low-functioning/low-priority roadway (M-42) on its inventory of state roads. Over time, the costs of retaining such a trunkline will far outweigh the contract costs of a future jurisdictional transfer.

Cost Reduction: This is a zero dollar transfer. Once the MOU is effective, MDOT will no longer have maintenance responsibility for the roadway being transferred.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49663.

51. *TRANSPORTATION PLANNING - M-85/CN Railroad Grade Separation Feasibility Study

Contract (2007-0561) between MDOT and Bergmann Associates, Inc., will provide for the preparation of a feasibility study for a potential grade separation at the crossing of M-85 with the Canadian National Railway Company (CN) railroad tracks in the city of Trenton, Wayne County, including an analysis of existing road and railroad conditions, the development and evaluation of alternatives, and the development of cost estimates for all of the alternatives. The contract will be in effect from the date of award through January 31, 2008. The contract amount will be \$527,795. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: The trains that cross at M-85 in the city of Trenton have become longer and sometimes block traffic at M-85, which impedes emergency vehicles (fire, police, and emergency medical services) from reaching people who require emergency care and/or transportation. For this reason, the contract cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To provide for the preparation of a feasibility study for a potential grade separation at the crossing of M-85 with the CN railroad tracks in the city of Trenton, Wayne County, including an analysis of existing road and railroad conditions, the development and evaluation of alternatives, and the development of cost estimates for all of the alternatives. The study will include a traffic operations study of M-85 (Fort Street) and the CN railroad crossing and will include detailed analysis necessary to determine the severity of the existing problems at the grade crossing. The City of Trenton would like to see a grade separation at this location, and funding has been earmarked under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Benefit: Will address the delays of emergency vehicles and provide for faster emergency vehicle response times. Wayne County is conducting an environmental study for a grade separation at the Allen Road/CN railroad crossing less than a mile from the M-85/CN railroad crossing. MDOT and Wayne County will share information during the course of the two studies. If the feasibility study is delayed, MDOT may lose the opportunity to save money and resources that would be available if both studies were conducted at the same time.

Funding Source: 80% Federal Highway Administration Funds and 20% State Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this study is delayed, MDOT could have to re-advertise, which could lead to higher cost proposals; MDOT would lose the opportunity to save resources by sharing information with Wayne County; and continued delays of emergency vehicles would continue.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project study.

Zip Code: 48183.

TRAFFIC SIGNAL COST PARTICIPATION AGREEMENTS

52. M-66 (Dexter Court) at Main Street, City of Ionia, Ionia County
34032-01-002

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$ 48,319</u>
Total	<u>\$ 48,319</u>

53. M-66 (Dexter Court) at Steele Street, City of Ionia, Ionia County
34032-01-006

	<u>Estimated Modernization Cost</u>
FHWA Funds	<u>\$ 39,608</u>
Total	<u>\$ 39,608</u>

Criticality: Necessary to collect money due the State of Michigan.

Purpose/Business Case: Act 51, Public Acts of 1951, authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and/or maintenance of electronic devices on state trunkline roadways. Under the terms of the standard cost agreements, the cities, villages, and boards are reimbursed for labor and materials for installation and for annual electrical power usage and maintenance costs of the electronic devices. MDOT has made findings that such negotiated agreements are in the public interest.

Benefit: The use of electronic devices provides improved operation and safety for motorists. The cost agreements establish funding responsibility for the operation of the electronic devices.

Funding Source: Federal, State Restricted, or local funds, depending on the particular installation.

Commitment Level: Costs as shown on the individual cost agreement for the duration of the installation operation.

Risk Assessment: Loss of local participation funding for the operation of the installation.

Cost Reduction: Fixed costs as shown on the cost agreement.

Selection: N/A.

New Project Identification: Installation/modernization of electronic devices.

Zip Code: 48846.

SUBCONTRACTS

54.	National Industrial Maintenance	Amount Not to Exceed:	\$34,170
	4400 Stecker	1st Optional Year:	\$34,170
	Dearborn, MI 48126	2nd Optional Year:	\$34,170

Description of Work: Catch Basin Cleaning

Approval is requested to authorize the St. Clair County Road Commission to award a one-year subcontract with an option for two one-year extensions for catch basin and sewer line cleaning at various locations along state trunklines in St. Clair County. Costs are based upon a set unit cost per hour that remains fixed for the term of the contract. MDOT found the cost to be reasonable and competitive with costs for surrounding counties. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed at this time, the catch basins and tiles could become plugged, and the state trunklines could become flooded, which could result in hazardous road conditions and costly future repairs. For this reason, the subcontract cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To provide for catch basin and sewer line cleaning and/or televising of the storm sewers at various locations along state trunklines in St. Clair County.

Benefit: Will maintain a functional drainage system and prevent sediment buildup in catch basins and blockage of storm water runoff.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If this service is not performed, the catch basins and tiles could become plugged and the state trunklines could become flooded. This could lead to hazardous road conditions and costly future road repairs.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48126.

55.	Precision Irrigation	Amount Not to Exceed:	\$ 163,500
	and Lawn Care, Inc.	Annual Maximum 2007:	\$ 54,500
	7222 Turk Road	Annual Maximum 2008:	\$ 54,500
	Ottawa Lake, MI 49267	Annual Maximum 2009:	\$ 54,500

Description of Work: Mowing

Approval is requested to authorize the Monroe County Road Commission to award a three-year subcontract for roadside mowing along various trunklines in Monroe County. Costs are based on a set unit cost per acre and remain fixed for the term of the contract. The project was advertised, and two bids were received. The lowest bidder was selected. MDOT found the cost to be reasonable and competitive with costs for surrounding counties. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed at this time, tall grass could obscure roadway visibility for motorists, especially in high traffic areas such as intersections. It is essential that clear vision areas be mowed to help prevent accidents. For this reason, the subcontract cannot be deferred until an October 2007 or later agenda.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services to be performed along various trunklines in Monroe County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the roadsides are not mowed, tall weeds and grass could obstruct the views of motorists, increasing the chances of accidents.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49267.

56.	Southwest Michigan Dust Control	Low Bid:	\$68,284.80
	P.O. Box 152	Engineer's Estimate:	\$84,149.50
	Bloomington, MI 49026	Over/Under:	- 18.9%

Description of Work: Intersection Realignment

Approval is requested to authorize the Van Buren County Road Commission to award a subcontract for the realignment of the intersection of 32nd Street at M-40 in Van Buren County. The project was advertised, and seven bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this subcontract is not approved at this time, the intersection could remain misaligned and hazardous. At this intersection, 32nd Street connects to M-40 at an angle, and M-40 is curved; this combination reduces visibility for motorists. Realignment of this intersection is critical because there have been five crashes in the last five years, with one crash resulting in a fatality and one in severe injury. Four of the five crashes occurred on dry pavement. It is critical to realign this intersection to protect motorists from possible accidents. For this reason, the subcontract cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To provide for the realignment of the intersection of 32nd Street at M-40 in Van Buren County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the intersection will remain hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49026.

57.	T & S Contracting, Inc. 11830 US-41 Rapid River, MI 49878	Amount Not to Exceed:	\$ 174,794.40
		Annual Maximum 2007:	\$ 58,264.80
		Annual Maximum 2008:	\$ 58,264.80
		Annual Maximum 2009:	\$ 58,264.80

Description of Work: Mowing

Approval is requested to authorize the Chippewa County Road Commission to award a three-year subcontract for roadside mowing along various trunklines in Chippewa County. Costs are based on a set unit cost per acre and remain fixed for the term of the contract. The project was advertised, and one bid was received and accepted. MDOT found the cost to be reasonable and competitive with costs for surrounding counties. The subcontract will be in effect from the date of award through September 30, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed at this time, tall grass could obscure roadway visibility for motorists, especially in high traffic areas such as intersections. It is essential that clear vision areas be mowed to help prevent accidents. For this reason, the subcontract cannot be deferred until an October 2007 or later agenda.

Purpose/Business Case: To provide for roadside mowing, litter pick-up, weeding, and mulching services performed along various trunklines in Chippewa County.

Benefit: Safer highways free from hazardous road obstructions.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If the roadsides are not mowed, tall weeds and grass could obstruct the views of motorists, increasing chances of accidents.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49878.

BID LETTING

LOCAL PROJECTS

58. LETTING OF MAY 04, 2007
PROPOSAL 0705023
PROJECT BRO 25016-86240
LOCAL AGRMT. 07-5119
START DATE - 10 days after award
COMPLETION DATE - OCTOBER 19, 2007

ENG. EST.
\$ 970,056.30

LOW BID
\$ 1,096,589.43

% OVER/UNDER EST.
13.04 %

Bridge removal and replacement along with related approach
work on Oak Road at Flint River, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 1,096,589.43	Same	1 **
E.T. MacKenzie Company	\$ 1,194,638.33	Same	2
Walter Toebe Construction Co.	\$ 1,213,377.91	Same	3
Midwest Bridge Company	\$ 1,293,801.75	Same	4
Anlaan Corporation	\$ 1,327,556.38	Same	5
C. A. Hull Co., Inc.	\$ 1,377,697.96	Same	6
Jackson Contracting			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for
approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for the replacement or rehabilitation
of a bridge not on the federal-aid highway system, under local jurisdiction.
This project was selected through the local bridge selection process as
defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is
further preserved providing increased economic value and quality of life for
the traveling public.

Funding Source:

86240A

Genesee County	5.04 %
Federal Highway Administration Funds	79.96 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the
engineer's best estimate of probable construction cost. The contract's final
cost will be based on actual quantities built in the field and unit prices
bid by the contractor.

Risk Assessment: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48423.

STATE PROJECTS

59.	LETTING OF MAY 04, 2007 PROPOSAL 0705065 PROJECT MER 82194-88489 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - AUGUST 01, 2007	ENG. EST. \$ 57,879.07	LOW BID \$ 78,560.00
			% OVER/UNDER EST.
			35.73 %

Emergency repairs and partial cleaning and coating on
 I-75 over Rouge River in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 78,560.00	Same	1 **
Posen Construction, Inc.	\$ 94,931.89	Same	2
C. A. Hull Co., Inc.	\$ 111,374.01	Same	3
J. Slagter & Son Construction Co.	\$ 115,677.01	Same	4
Walter Toebe Construction Co.	\$ 126,976.81	Same	5
Anlaan Corporation	\$ 150,533.00	Same	6
Abhe & Svoboda, Inc.			
Nance Construction, LLC			

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

88489A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Zip Code: 48217.

A 2007 highway preventive maintenance project.

1 Bidder

Zip Code: 49431.

61. LETTING OF MAY 18, 2007
 PROPOSAL 0705246
 PROJECT NH 82112-45682
 LOCAL AGRMT. 07-5066
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.
 \$ 23,548,216.61

LOW BID
 \$ 18,172,437.05

% OVER/UNDER EST.
 -22.83 %

2.09 mi of concrete freeway reconstruction, ramp reconstruction, signing upgrades, lighting upgrades, pavement marking, storm sewer, and surface coating on M-10 from Meyers Road to Greenfield Road in the city of Detroit, Wayne County. This project includes a 5 year materials and workmanship pavement warranty.

11.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 18,172,437.05	Same	1 **
John Carlo, Inc.	\$ 18,324,635.14	Same	2
Angelo Iafrate Construction Company	\$ 19,792,465.45	Same	3
Six-S, Inc.	\$ 20,734,103.93	Same	4
Ferguson Enterprises/Tony Angelo Cem	\$ 21,434,903.75	Same	5
Midwest Bridge Company			
Fisher Contracting Company			
Walter Toebe Construction Co.			
Ajax Paving Industries, Inc.			
Posen Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

45682A

City of Detroit	1.68 %
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	16.47 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48235.

62. LETTING OF MAY 18, 2007
 PROPOSAL 0705601
 PROJECT HPSL 70900-87623, ETC
 LOCAL AGRMT. 07-5115
 START DATE - JUNE 04, 2007
 COMPLETION DATE - MAY 23, 2008

ENG. EST.	LOW BID
\$ 6,688,753.05	\$ 5,956,041.98
% OVER/UNDER EST.	
	-10.95 %

0.79 mi of concrete reconstruction, grading, storm sewer and sidewalk on Baldwin Street from Cottonwood Street east to east of Rush Creek, removal of structure and construction of two new structures on Baldwin Street over Rush Creek and Clean Water Treatment Plant driveway over Rush Creek in the city of Grandville, Kent and Ottawa Counties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 5,956,041.98	Same	1 **
Diversco Construction Company Inc.	\$ 6,073,125.51	Same	2
Anlaan Corporation	\$ 6,327,825.97	Same	3
C. A. Hull Co., Inc.	\$ 6,329,664.53	Same	4
Walter Toebe Construction Co.	\$ 6,346,267.37	Same	5
Milbocker and Sons, Inc.	\$ 6,465,000.00	Same	6
Hardman Construction, Inc.	\$ 6,648,700.84	Same	7

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business: The I-196 at Chicago Drive Project will address long term congestion issues. The project involves the reconstruction of the existing interchange and correct operational and safety problems associated with the existing design. This contract is for one portion of the I-196 at Chicago Drive Project; reconstruction of Baldwin Street within the project limits.

Benefit: The I-196 at Chicago Drive Project will provide safer and improved traffic flow. The initial maintenance costs will be greatly reduced within the project limits. There should be a significant economic benefit to the area with improved access.

Funding Source:

87623A

Ottawa County	34.65 %
Federal Highway Administration Funds	52.28 %
State Restricted Trunkline Funds	13.07 %

87624A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the numerous federal, state and local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of I-196 at Chicago Drive Project is not completed, federal funds must be returned because earlier phases of this project utilized federal funds. The federal funds are earmarked for the I-196 at Chicago Drive Project only.

Cost Reduction: With the construction I-196 at Chicago Drive Project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs, improved traffic operations and safer freeway access.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49428.

EXTRAS

63. Extra 2007 - 74

Control Section/Job Number: 19403-74633 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813

Designed By: Local Agency
Engineer's Estimate: \$675,261.00

Description of Project:

2.97 miles of hot mix asphalt resurfacing and placing aggregate shoulders on South Wright Road from Pioneer Road to Centerline Road, Clinton County.

Administrative Board Approval Date:	September 19, 2006	
Contract Date:	October 10, 2006	
Original Contract Amount:	\$485,530.20	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>324,240.00</u>	<u>+ 66.78%</u>
Revised Total	<u>\$809,770.20</u>	+ 66.78%

Offset Information

Total Offsets This Request	(\$172,649.08)	- 35.56%
Net Revised Request	\$151,590.92	+31.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$485,530.20.

Approval of this extra will place the authorized status of the contract 66.78% or \$324,240 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

HMA Approach 13A	615.000 Ton @ \$66.00/Ton	40,590.00
Subgrade Undercutting, Type II Special	4,575.000 Cyd @ \$62.00/Cyd	283,650.00
Total		<u>\$324,240.00</u>

CM 1 Offset Information

Subgrade Undercutting, Special	-3,600.000 Cyd @ \$41.00/Cyd	(\$147,600.00)
HMA, 13A	-597.260 Ton @ \$41.94/Ton	(25,049.08)
Total		(\$172,649.08)

Net Revised CM 1 Request **\$151,590.92**

Reason(s) for Extra(s)/Adjustment(s):

The project originally did not have the item hot mix asphalt (HMA) approach set up. Due to the non-production work in replacing the asphalt in the undercut areas, the engineer determined this item would be necessary. The contractor was directed to replace the material in the undercut areas with 330 lbs/syd of 13A asphalt. The extra cost for HMA Approach 13A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index. The above item is offset by a \$25,049.08 decrease in the original item.

The project contained a special provision for the subgrade undercutting on the project. This special provision indicated that the undercut area should be backfilled with 6A stone. The project engineer for the road commission requested that the contractor use 100 percent crushed stone instead of regular 6A. The extra cost for Subgrade Undercutting, Type II Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index. The above item is offset by a \$147,600 decrease in the original item.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its May 31, 2007 meeting, and are now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; Clinton County, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48835.

64. **Extra 2007 - 75**

Control Section/Job Number: 82111-79778 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Posen Construction, Inc.
50500 Design Lane
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$2,931,142.00

Description of Project:

Bridge rehabilitation on 7 structures on I-94 over Beech-Daly Road, I-75 over 14 Mile Road, and I-375 under Madison Avenue Ramp, Larned Street, Jefferson Avenue, and Hastings Street in the cities of Detroit, Taylor, Madison Heights, and Troy, Wayne and Oakland Counties.

Administrative Board Approval Date:	September 20, 2005	
Contract Date:	October 4, 2005	
Original Contract Amount:	\$2,783,198.11	
Total of Overruns/Changes (Approved to Date):	237,486.37	+ 8.53%
Total of Extras/Adjustments (Approved to Date):	637,867.52	+ 22.92%
Total of Negative Adjustments (Approved to Date):	(225,775.21)	- 8.11%
THIS REQUEST	<u>54,947.00</u>	<u>+ 1.97%</u>
Revised Total	<u>\$3,487,723.79</u>	+ 25.31%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.34% over the original budget for an **Authorized to Date Amount** of \$3,432,776.79.

Approval of this extra will place the authorized status of the contract 25.31% or \$704,525.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-068	3, 4 r. 1, 5	\$402,500.87	06/06/06
2006-088	6 r. 1	\$218,875.50	07/05/06
2006-110	9	\$5,209.15	08/01/06
2007-008	15	\$1,530.00	02/06/07

Contract Modification Number(s): 17

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

I-75 Over 14 Mile HMA Approach	\$54,947.00
Total	<u>\$54,947.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The right two lanes of northbound and southbound I-75 were closed at 14 Mile Road (S05) for staged expansion joint rehabilitation. It was then discovered that the northbound and southbound decks of S05 were in a severely deteriorated condition. The rehabilitation work to alleviate this condition had been inadvertently omitted in the contract documents. MDOT directed the contractor to place a concrete silica fume overlay at the bridge to extend the life of the structure, and to improve the existing rideability and safety for the motoring public. This work was originally set up on contract modification 3. In addition to the silica fume overlay, the existing hot mix asphalt (HMA) approaches have to be milled and resurfaced so rideability will be acceptable for traffic crossing the structure. There are no offsetting original line items associated with this work. The extra cost for I-75 Over 14 Mile HMA Approach is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 31, 2007 meeting, and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075 region-wide.

65. **Extra 2007 - 76**

Control Section/Job Number: 82292-83664 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: MDOT

Engineer's Estimate: \$3,212,340.46

Description of Project:

8.38 miles of hot mix asphalt cold milling and resurfacing on I-275 from south of the Ecorse Road interchange northerly to the Old M-14 interchange, excluding all structures in between, Wayne County. This project includes a 3-year pavement performance warranty. A 2006 highway preventive maintenance project.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$3,098,370.56	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	469,622.27	+ 15.16%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>28,107.00</u>	<u>+ 0.91%</u>
Revised Total	<u>\$3,596,099.83</u>	+ 16.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.16% over the original budget for an **Authorized to Date Amount** of \$3,567,992.83.

Approval of this extra will place the authorized status of the contract 16.07% or \$497,729.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-29	1	\$469,622.27	03/06/07

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Barricade, Type III, High Intensity, Furn	18.000 Ea @ \$140.00/Ea	\$2,520.00
Barricade, Type III, High Intensity, Oper	18.000 Ea @ \$0.01/Ea	0.18
Pavt Mrkg, Type NR, Paint, 4", Yellow	94,766.000 Ft @ \$0.27/Ft	25,586.82
Total		<u>\$28,107.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The maintaining traffic set-up on the project did not include the use of Type III barricades. The engineer determined they were needed for the safe closure of the ramps during construction. The extra cost for Barricade, Type III, High Intensity, Furn and Barricade, Type III, High Intensity, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

This item was not originally set up in the plans, but was required to re-establish lane lines at the end of each night's paving session. This was due to the change required by MDOT, which directed the contractor to open all lanes of traffic during the day. The extra cost for Pavt Mrkg, Type NR, Paint, 4", Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index and other pavement marking items on the contract.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 31, 2007 meeting, and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48187.

66. **Extra 2007 - 77**

Control Section/Job Number: 06111-55125 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Payne & Dolan, Inc.
P O Box 351
Gladstone, MI 49837

Designed By: MDOT

Engineer's Estimate: \$27,537,563.80

Description of Project:

13.21 miles of rubblizing and resurfacing, hot mix asphalt overlay, culvert rehabilitation, culvert replacement, and guardrail upgrades on I-75 from Lincoln Road to Arenac/Ogemaw County line and bridge rehabilitation on M-33 over I-75, and M-33 connector over Lake State Railway and old M-76 in Adams, Deep River and Moffatt Townships, Arenac County.

Administrative Board Approval Date:	June 21, 2005	
Contract Date:	July 20, 2005	
Original Contract Amount:	\$29,089,992.02	
Total of Overruns/Changes (Approved to Date):	2,695,578.44	+ 9.27%
Total of Extras/Adjustments (Approved to Date):	1,899,422.62	+ 6.53%
Total of Negative Adjustments (Approved to Date):	(138,138.35)	- 0.47%
THIS REQUEST	<u>15,230.26</u>	+ 0.05%
Revised Total	<u>\$33,562,084.99</u>	+ 15.38%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.33% over the original budget for an **Authorized to Date Amount** of \$33,546,854.73.

Approval of this extra will place the authorized status of the contract 15.38% or \$4,472,092.97 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-136	12	\$686,000.00	10/03/06
2006-141	1, 21	\$1,146,980.55	11/07/06
2006-170	23	\$9,938.25	12/19/06

Contract Modification Number(s): 34

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Slope Washout Repair		\$9,980.26
Sign, Type III, Erect, Salv	42.000 Ea @ \$125.00/Ea	<u>5,250.00</u>
Total		<u>\$15,230.26</u>

Reason(s) for Extra(s)/Adjustment(s):

On three different occasions in September, the slopes on the project washed out and needed to be repaired. The contractor was directed to make the repairs. The extra cost for Slope Washout Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Some of the Type III signs were too close to temporary traffic and were removed and replaced. The engineer directed the contractor to complete this work. The extra cost for Sign, Type III, Erect, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48659.

67. **Extra 2007 - 78**

Control Section/Job Number:	63051-55659	MDOT Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Cadillac Asphalt, LLC. P O Box 87248 Canton, MI 48188	
Designed By:	Parsons Brinckerhoff Michigan, Inc.	
Engineer's Estimate:	\$14,739,695.81	

Description of Project:

8.50 miles of concrete pavement inlay reconstruction, hot mix asphalt cold milling and resurfacing, base repairs, storm sewer structures and cross leads replacement, signing, signals, lighting, and pavement markings on M-1 from Quarton Road/Big Beaver through Wide Track Loop and on M-59 from Pine Street to Mill Street in the cities of Pontiac and Bloomfield Hills, Oakland County. This project includes two 5 year material and workmanship pavement warranties.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$13,665,978.64	
Total of Overruns/Changes (Approved to Date):	4,500.00	+ 0.03%
Total of Extras/Adjustments (Approved to Date):	240,246.28	+ 1.76%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>352,380.00</u>	<u>+ 2.58%</u>
Revised Total	<u>\$14,263,104.92</u>	+ 4.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.79% over the original budget for an **Authorized to Date Amount** of \$13,910,724.92.

Approval of this extra will place the authorized status of the contract 4.37% or \$597,126.28 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-64	2 r. 2	\$160,909.00	05/01/07

Contract Modification Number(s): 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Joint, Contraction, Cp	42,000.000 Ft @ \$8.39/Ft	<u>\$352,380.00</u>
Total		<u>\$352,380.00</u>

Reason(s) for Extra(s)/Adjustment(s):

This project includes placing both reinforced concrete pavement and non-reinforced concrete pavement. When it was designed, the project was set up with joints for reinforced concrete pavement only. The contractor was directed to install the correct joint for the non-reinforced pavement. The extra cost for Joint, Contraction, Cp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. This item will also have a reduction in the original bid item once the work is complete and the actual quantity can be determined.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 31, 2007 meeting, and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 16.95%; City of Pontiac, 1.20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48342.

68. **Extra 2007 - 79**

Control Section/Job Number:	82073-80012	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. 830 Kirts Blvd., Suite 100 Troy, MI 48084	
Designed By:	Rowe, Inc.	
Engineer's Estimate:	\$867,392.33	

Description of Project:

1.17 miles of hot mix asphalt cold milling and resurfacing, concrete pavement removal and hot mix asphalt construction, pavement repairs, concrete curb and gutter replacement, drainage structure adjustments, and pavement markings on M-85 (Fort Street) from north of Schaefer Highway to Oakwood Boulevard in the City of Detroit, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 18, 2004	
Original Contract Amount:	\$914,698.65	
Total of Overruns/Changes (Approved to Date):	(47,556.10)	- 5.20%
Total of Extras/Adjustments (Approved to Date):	119,574.43	+ 13.07%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>8,245.89</u>	<u>+ 0.90%</u>
Revised Total	<u>\$994,962.87</u>	+ 8.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.87% over the original budget for an **Authorized to Date Amount** of \$986,716.98.

Approval of this extra will place the authorized status of the contract 8.77% or \$80,264.22 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-159	5 r. 3	\$90,726.65	11/07/06

Contract Modification Number(s): 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Install Catch Basin	\$6,999.30
Exploratory Work For Structure	<u>1,246.59</u>
Total	<u>\$8,245.89</u>

Reason(s) for Extra(s)/Adjustment(s):

Both items on contract modification 7 are related. There was a low area in the curb on the project that collected water. It was determined that a drainage structure might exist in the grassy median near this low area. The contractor was directed to do some exploratory excavation to find the drainage structure to see if it could be used to drain the low area in the curb. Once the drainage structure was exposed, it was determined it could be used. The contractor was then directed to install a drainage structure at the low area in the curb and install approximately 40 feet of pipe to tie the new drainage structure into the one that was located with the exploratory work. The extra cost for Install Catch Basin and Exploratory Work For Structure is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 31, 2007 meeting, and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 87.67%; 12.33%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48217.

69. **Extra 2007 - 80**

Control Section/Job Number: 82124-60077 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: HNTB Michigan Inc.
Engineer's Estimate: \$16,032, 653.84

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	517,293.54	+ 3.08%
Total of Extras/Adjustments (Approved to Date):	1,162,760.63	+ 6.92%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>12,000.00</u>	<u>+ 0.07%</u>
Revised Total	<u>\$18,490,014.08</u>	+ 10.07%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$18,478,014.08.

Approval of this extra will place the authorized status of the contract 10.07% or \$1,692,054.17 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 - 071	25	\$557,070.00	06/06/06
2006 - 155	35 r. 3	\$154,952.08	11/07/06
2007 - 028	36, 38	\$29,958.60	03/06/07
2007 - 0 49	42	\$57,750.00	04/17/07

Contract Modification Number(s): 45

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

X02 Ballast Stop Plate Protective Coating	\$12,000.00
Total	<u>\$12,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The plans included installing a waterproofing membrane on the railroad bridge. The plans did not address the exposed area of the waterproof membrane that extends from 6" below ballast elevation to the top of the ballast stop plates at the connections to the upper floor plates. This membrane is susceptible to degradation from ultraviolet light. To protect the waterproof membrane from ultraviolet light, the contractor was directed to install a protective coating. The extra cost for X02 Ballast Stop Plate Protective Coating was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when considering the time, materials and equipment needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216.

70. **Extra 2007 - 81**

Control Section/Job Number: 25019-83863 Local Agency Project

State Administrative Board - This project is under \$800,000 and the total extras exceed the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Angelo Iafrate Construction Company
26300 Sherwood
Warren, MI 48091

Designed By: Rowe, Inc.
Engineer's Estimate: \$754,689.60

Description of Project:

Bridge removal and replacement along with related approach work on west 12th Street at Thread Creek in the City of Flint, Genesee County.

Administrative Board Approval Date:	June 6, 2006	
Contract Date:	June 8, 2006	
Original Contract Amount:	\$799,978.10	
Total of Overruns/Changes (Approved to Date):	(44,077.45)	- 5.51%
Total of Extras/Adjustments (Approved to Date):	56,873.15	+ 7.11%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>26,514.51</u>	<u>+ 3.31%</u>
Revised Total	<u>\$839,288.31</u>	+ 4.91%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.60% over the original budget for an **Authorized to Date Amount** of \$812,773.80.

Approval of this extra will place the authorized status of the contract 4.91% or \$39,310.21 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-65	4 r. 1	\$9,085.00	05/01/07

Contract Modification Number(s): 6 r.2, 7 r.1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6		
Pile, Steel, 12 inch, Adjustment	832.000 Ft @ \$24.84/Ft	<u>\$20,666.88</u>
Total		<u>\$20,666.88</u>
CM 7		
Unsuitable Material Disposal	204.000 Cyd @ \$24.42/Cyd	\$4,981.68
Price Adjustment – Traffic Control		<u>865.95</u>
Total		<u>\$5,847.63</u>
Grand Total		<u>\$26,514.51</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 6

Section 103.02.B of the 2003 Standard Specifications for Construction states if alterations or changes in quantities significantly change the character of the work under the contract, an adjustment will be made to the contract. In this same Section, number 2 indicates a significant change can be an increase in excess of 125 percent or a decrease to below 75 percent on a major item of work. The extra cost for Pile, Steel, 12 inch, Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by the engineer for their increased costs.

CM 7

During water main relocation, saturated soils were found that were unsuitable for reuse. These soils were transported to an off site facility. The extra cost for Unsuitable Material Disposal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items on other projects within the City of Flint and with MDOT's Average Unit Price Index.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 41 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in the original bid item for the temporary signs and barricades. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Price Adjustment-Traffic Control was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its May 31, 2007, meeting and are now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 94.82%; City of Flint, 5.18%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48502.

71. **Extra 2007 – 82**

Control Section/Job Number: 39405-76300 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Robert Bailey Contractors, Inc.
1727 Construction Drive
Kalamazoo, MI 49048

Designed By: Wightman & Associates, Inc.
Engineer's Estimate: \$2,855,855.50

Description of Project:

1.04 miles of pavement removal, earthwork, hot mix asphalt paving, guardrail, conduit installation, traffic signal work, storm sewer, sanitary sewer, and landscaping on Lovers Lane from East Milham Avenue to Kilgore Road, in the City of Portage, Kalamazoo County.

Administrative Board Approval Date:	November 1, 2005	
Contract Date:	December 5, 2005	
Original Contract Amount:	\$2,466,498.25	
Total of Overruns/Changes (Approved to Date):	17,428.78	+ 0.71%
Total of Extras/Adjustments (Approved to Date):	137,666.76	+ 5.58%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>56,299.31</u>	<u>+ 2.28%</u>
Revised Total	<u>\$2,677,893.10</u>	+ 8.57%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.29% over the original budget for an **Authorized to Date Amount** of \$2,621,593.79.

Approval of this extra will place the authorized status of the contract 8.57% or \$211,394.85 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1, 6

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Basement Cleanout	2,235.000 Cyd @ \$18.00/Cyd	<u>\$40,230.00</u>
Total		<u>\$40,230.00</u>

CM 6

Hh 18" x 24"	24.000 Ea @ \$80.00/Ea	\$1,920.00
Magnetometer Box	1.000 Ea @ \$6,300.00/Ea	6,300.00
Erosion Control, Sediment Trap	6.000 Ea @ \$150.00/Ea	900.00
Erosion Control, Sediment Trap at Culvert End Sections	2.000 Ea @ \$350.00/Ea	700.00
Hh, Polymer Conc 36" x 36"	3.000 Ea @ \$1,396.97/Ea	4,190.91
Pushbutton	8.000 Ea @ \$257.30/Ea	<u>2,058.40</u>
Total		<u>\$16,069.31</u>

Grand Total**\$56,299.31****Reason(s) for Extra(s)/Adjustment(s):****CM 4**

This item was added to pay for the removal of the debris remaining on site from the demolition of five houses which previously existed between sta. 10+00 and sta. 28+00 Lt. and were located within the influence of the proposed roadway. Based upon the information available, the City of Portage believed that when the five houses were demolished, all debris, including the foundations, was removed from the site. During construction of the roadway, it was discovered that a significant amount of the houses were pushed into each basement and buried. The basements were constructed of concrete block with a concrete floor. The debris included siding, scrap metal, timber, and other miscellaneous materials. The debris was separated into two piles; one for concrete and masonry items and the other for miscellaneous basement debris. The removal of the foundations and the basement walls (385 CYD) was paid for under masonry and concrete structure remove. The remaining miscellaneous basement debris (2,235 CYD) will be paid for under this item. The extra cost for Basement Cleanout was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

CM 6

This item is to replace the original Hh 18 x 24 pay item. After the project was let, the power company determined they did not want the hand holes shown on the plans. They decided to provide the contractor with hand holes. The engineer directed the contractor to use the power company's supplied hand holes and keep track of the time required to install them. The original 18x24 Hh item was reduced by 31 to a quantity of 2, which is a reduction of \$21,700. The extra cost for Hh 18"x24" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the amount of time it took the contractor to install the items. This item is funded 100 percent by the City of Portage.

The magnetometers installed on the project needed an above ground access box installed. This item was not originally specified on the contract, however, after inspecting the site conditions, the City of Portage requested installation of this box to provide easier access to the magnetometer and controls. The contractor was directed to supply and install the box. The extra cost for Magnetometer Box was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

Due to the tracking of dirt onto the roadway, the contractor was directed to install silt sacks in the 6 existing catch basins during the initial phase of construction. The extra cost for Erosion Control, Sediment Trap was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

There were 2 existing culverts that drained into Portage Creek prior to construction. In order to maintain drainage on Lover's Lane, they had to be left in service until the new storm system could be installed. As an added precaution, beyond the installation of the sediment traps in the catch basins, the city wanted to cover the ends of the culverts with a silt fence type material. The extra cost for Erosion Control, Sediment Trap at Culvert End Sections was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to the time and materials required to complete the work. This item is funded 100 percent by the City of Portage.

Larger hand holes were required by the local power company than those specified on the plans. It was not on the original plans, as their requirements changed after the project was designed. The extra cost for Hh, Polymer Conc 36" x 36" was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. This item is funded 100 percent by the City of Portage.

This item was created to pay for the replacement of the existing audible push buttons at the intersection of Lover's Lane and East Milham Avenue. These were replaced to meet new standards enacted by the City of Portage during the construction. The extra cost for Pushbutton was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index. This item is funded 100 percent by the City of Portage.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 59.41%; City of Portage, 40.59%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49002.

72. **Extra 2007 - 83**

Control Section/Job Number: 39405-79155 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Hoffman Bros., Inc.
8574 Verona Road
Battle Creek, MI 49014

Designed By: Williams & Works, Inc.
Engineer's Estimate: \$4,404,482.00

Description of Project:

1.32 miles of road widening, pavement removal, hot mix asphalt paving, curb and gutter, earthwork, drainage items, and traffic signal work on Michigan Avenue from Drake Road to Euclid Avenue, in the City of Kalamazoo, Kalamazoo County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 15, 2005	
Original Contract Amount:	\$3,875,641.42	
Total of Overruns/Changes (Approved to Date):	(126,802.82)	- 3.27%
Total of Extras/Adjustments (Approved to Date):	235,521.53	+ 6.08%
Total of Negative Adjustments (Approved to Date):	(3,004.75)	- 0.08%
THIS REQUEST	<u>34,469.45</u>	<u>+ 0.89%</u>
Revised Total	<u>\$4,015,824.83</u>	+ 3.62%

Offset Information

Total Offsets This Request	(\$20,780.00)	- 0.54%
Net Revised Request	\$13,689.45	+ 0.35%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.73% over the original budget for an **Authorized to Date Amount** of \$3,981,355.38.

Approval of this extra will place the authorized status of the contract 3.62% or \$140,183.41 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5

GPS Clock	4.000 Ea @ \$819.00/Ea	\$3,276.00
Water Shutoff, Reconstruct	55.000 Ea @ \$325.00/Ea	17,875.00
Temporary Signal Work, Late 2006	1.000 LS @ \$6,105.75/LS	6,105.75
Pavt Mrkg, Ovly Cold Plastic, 12" X-Walk	1,826.000 Ft @ \$3.95/Ft	7,212.70
Total		<u>\$34,469.45</u>

CM 5 Offset Information

_System Master, On Street	-1.000 Ea @ \$4,705.00/Ea	(\$4,705.00)
_TS, System, Wireless Interconnect	-5.000 Ea @ \$3,215.00/Ea	(16,075.00)
Total		<u>(\$20,780.00)</u>

Net Revised CM 5 Request**\$13,689.45****Reason(s) for Extra(s)/Adjustment(s):**

The global positioning system (GPS) clocks were used as an alternative to the planned interconnect system that would have wirelessly linked the new traffic signals with each other. It was determined that an interconnect system would not be appropriate for this project. The locations of the new signals did not fit the parameters required for an interconnect system. The GPS clocks will ensure that all the controllers will be on the exact same time. The extra cost for GPS Clock was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items with other Kalamazoo contracts. This item is completely offset by a \$20,780 decrease in the original items.

The plans called for adjusting the water shutoffs on the project. However, the majority of the existing water shutoffs were in poor condition (many were plastic) and the metal ones were broken or were not able to be adjusted. The engineer directed the contractor to reconstruct the water shutoffs that could not be adjusted. This included installing a new gate box, adjusting the box to the proper grade, and placing a concrete collar around the box. The extra cost for Water Shutoff, Reconstruct was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items on other Kalamazoo contracts.

The existing traffic signal poles at Eldridge Drive/Kenbrook Court and at Greenwood Avenue had to be relocated in order to pave the road. Both poles that needed to be moved had the controllers on them. To accomplish this work, the contractor had to set a temporary pole at each intersection, move the controllers, extend the span wires, and remove the old poles. This item also includes adjusting the signal timing and other minor adjustments to the existing signals to maintain safe traffic flow. The extra cost for Temporary Signal Work, Late 2006 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time and materials it took for the contractor to complete the work. This item is completely offset by a \$34,785 decrease in original items in other contract modifications.

The pavement marking plans indicated that cross walks were to be marked but the item did not make it into the items that the contractor bid on. The engineer directed the contractor to complete the work. The extra cost for Pavt Mrkg, Ovly Cold Plastic, 12" X-Walk was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Prices.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project, ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.38%; City of Kalamazoo, 19.62%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49006.

73. **Extra 2007 - 84**

Control Section/Job Number:	82123-52803	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$87,017,186.71	

Description of Project:

7.04 miles of pavement reconstruction, cold milling, and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the City of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(4,705,820.32)	- 5.84%
Total of Extras/Adjustments (Approved to Date):	6,001,418.16	+ 7.45%
Total of Negative Adjustments (Approved to Date):	(31,767.50)	- 0.04%
THIS REQUEST	<u>37,303.14</u>	<u>+ 0.05%</u>
Revised Total	<u>\$81,827,221.56</u>	+ 1.62%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.57% over the original budget for an **Authorized to Date Amount** of \$81,789,918.42.

Approval of this extra will place the authorized status of the contract 1.62% or \$1,301,133.48 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-073	1 r. 1	\$380,033.85	07/05/05
2005-087	10	\$178,928.00	08/02/05
2005-097	11 r. 1, 12	\$336,851.70	09/06/05
2005-098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-025	46 r. 1	\$305,457.15	03/07/06
2006-034	50 r. 1	\$189,280.00	03/21/06
2006-060	63 r. 1	\$474,626.25	06/06/06
2006-079	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006-096	80	\$122,942.53	07/05/06
2006-135	86 r. 2, 92	\$227,022.64	09/19/06
2006-153	93 r. 2, 95, 98, 101	\$62,961.60	11/07/06
2006-172	102 r. 1, 103	\$118,656.76	12/19/06
2007-034	100 r. 4, 108 r. 1	\$627,185.75	03/06/07
2007-041	107	\$103,501.93	03/20/07

Contract Modification Number(s): 111

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Backwall Repair S19	\$5,167.71
Longitudinal Joint Full Depth S19	11,853.62
Longitudinal Joint Full Depth S18	20,281.81
Total	<u>\$37,303.14</u>

Reason(s) for Extra(s)/Adjustment(s):

The backwall at abutment B of eastbound I-96 over Davison is in an extremely deteriorated condition. The contract drawings do not include any repair or replacement of this backwall. MDOT directed the contractor to hand chip and patch the backwall before proceeding with the proposed longitudinal joint repair. The extra cost for Backwall Repair S19 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The two longitudinal joint items are similar items except they occurred on different structures. One structure is for eastbound I-96 over the Davison freeway and the other is for Wyoming Avenue over I-96. The plans indicated that the longitudinal joint in the sidewalk would be replaced by chipping the sidewalk down to the deck and replacing the joint. Once the sidewalk was chipped down to the existing bridge deck, it was determined that the bridge deck was in a deteriorated condition. The contractor was directed to remove the deteriorated area of the deck, place forms to hold the concrete and install a new joint. The extra cost for Longitudinal Joint Full Depth S19 and Longitudinal Joint Full Depth S18 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48204, 48223, 48227, 48238.

74. **Extra 2007 - 85**

Control Section/Job Number:	82457-52174	Local Agency Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	Spalding DeDecker Associates, Inc./ Ayres, Lewis, Norris & May, Inc.	
Engineer's Estimate:	\$10,335,376.80	

Description of Project:

0.74 kilometers of railroad grade separation and concrete pavement reconstruction, drainage improvements, watermain relocations, pump house construction, 2 span steel I beam bridge, and pavement markings on Sheldon Road from 120 meters south of Nantucket to 100 meters north of M-14 overpass in the City of Plymouth, Wayne County.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 20, 2006	
Original Contract Amount:	\$10,170,387.92	
Total of Overruns/Changes (Approved to Date):	129.40	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	82,963.00	+ 0.82%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>350,000.00</u>	<u>+ 3.44%</u>
Revised Total	<u>\$10,603,480.32</u>	+ 4.26%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.82% over the original budget for an **Authorized to Date Amount** of \$10,253,480.32.

Approval of this extra will place the authorized status of the contract 4.26% or \$433,092.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Cast-in-Place Concrete, Force Account	<u>\$350,000.00</u>
Total	<u>\$350,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The contract contains a special provision for the construction of a pump house. Within the special provision it indicates cast-in-place concrete for the pump house. This item was inadvertently left off the list of items for the contractor to bid on. The contractor was directed to provide all the Labor, Equipment and Materials to do the work specified in the above referenced special provision. This item is being set up as a budget amount, the extra cost for Cast-in-Place Concrete, Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 31, 2007 meeting, and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.95%; Wayne County, 12.56%, State Restricted Trunkline, 17.49%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48170.

75. **Extra 2007 - 86**

Control Section/Job Number: 41131-76354 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Midwest Bridge Company
P O Box 40
Williamston, MI 48895

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$2,780,627.42

Description of Project:

39.0 miles of freeway signing upgrading on US-131 from the Allegan County line to one mile south of the Kent/Montcalm County line in the cities of Wyoming, Grand Rapids, and Walker, in the townships of Byron, Plainfield, Algoma, Solon, and Nelson, Kent County.

Administrative Board Approval Date:	November 2, 2004	
Contract Date:	January 26, 2005	
Original Contract Amount:	\$2,892,253.24	
Total of Overruns/Changes (Approved to Date):	370,447.53	+ 12.81%
Total of Extras/Adjustments (Approved to Date):	172,396.34	+ 5.96%
Total of Negative Adjustments (Approved to Date):	(800.00)	- 0.03%
THIS REQUEST	<u>62,071.23</u>	<u>+ 2.15%</u>
Revised Total	<u>\$3,496,368.34</u>	+ 20.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.74% over the original budget for an **Authorized to Date Amount** of \$3,434,297.11.

Approval of this extra will place the authorized status of the contract 20.89% or \$604,115.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 1, 7, 8

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Fdn, Entire, Cantilever, Rem	34.000 Cyd @ \$90.00/Cyd	\$3,060.00
Sign, Type A, Type IX, Clearview Font White	11.750 Sft @ \$2.80/Sft	32.90
Sign, Type B, Type IX, Yellow	1,738.000 Sft @ \$4.80/Sft	8,342.40
Bridge Sign Connection, Steel, Type F	1.000 Ea @ \$1,590.00/Ea	1,590.00
Force Account Bridge Sign Connection Rem		445.05
Vacuum Truck Excavation		150.00
Police Ramp Closure		100.00
Sign, Type I, Erect, Salv	1.000 Ea @ \$ 500.00/Ea	500.00
Sign, Type II, Erect, Salv	6.000 Ea @ \$150.00/Ea	900.00
Sign, Type III, Erect, Salv	14.000 Ea @ \$100.00/Ea	1,400.00
Truss, Type C, 100 Foot	1.000 Ea @ \$37,000.00 Ea	<u>37,000.00</u>
Total		<u>\$53,520.35</u>

CM 7

Guardrail, Reconstruct	100.000 Ft @ \$9.95/Ft	\$995.00
Total		<u>\$995.00</u>

CM 8

Post, Wood, 4 inch by 6 inch	35.000 Ft @ \$45.30/Ft	\$1,585.50
Post, Wood, 6 inch by 8 inch	130.500 Ft @ \$45.75/Ft	<u>5,970.38</u>
Total		<u>\$7,555.88</u>

Grand Total

\$62,071.23

Reason(s) for Extra(s)/Adjustment(s):

CM 4

The standard to remove cantilever foundations is to break down the foundation to 12 inches below grade. The engineer directed the contractor to remove all of the foundation so it would not be in the way for any future construction. This item was originally set up on contract modification 2 and is now being increased to match the actual quantity used. The extra cost for Fdn, Entire, Cantilever, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The font type and sheeting type changed to a new standard after the project was let. This project was changed to match the new standard for most of the items on contract modification 3. The item Sign, Type A, Type IX, Clearview Font White was originally set up on contract modification 3 and is now being increased to match the actual quantity used. The extra costs for Sign, Type A, Type IX, Clearview Font White was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when comparing the original invoices for the original sheeting and the invoice for the new sheeting; this extra covers that change in price.

MDOT adopted new specifications for the sheeting on signs after the project was let. One change that was adopted was changing the type of sheeting for yellow warning and exit only signs. This change was to a brighter yellow retro reflective material for the sheeting. The engineer directed the contractor to use the new Type IX sheeting in lieu of the older Type III sheeting. The extra cost for Sign, Type B, Type IX, Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs included are based on the invoice price change from the old sheeting to the new sheeting, and were deemed reasonable based on the invoices submitted by the contractor.

As part of this project, a sign was to be installed on an existing bridge connection. The bridge connection was set up to be installed under a different contract. The engineer deleted the connection from the other contract and added it to this contract. The connection was made per plan, but when the contractor tried to install it the existing bridge stiffeners were in the way and the connection needed to be modified. The extra cost for Bridge Sign Connection, Steel, Type F was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

At the Wealthy Street bridge over northbound US-131 the existing welded sign brackets had to be removed in order to install the new bridge sign mount. The contractor was directed to remove the brackets by cutting them off and grinding the area smooth. The extra cost for Force Account Bridge Sign Connection Rem is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

At two locations, a vacuum truck was used to excavate the soils. At one location, it was used due to the presence of fiber optic utilities; at the other location it was used because conventional excavation techniques could not be used due to the retaining wall location. The contractor and engineer agreed to split the cost of the vacuum truck excavation due to the unusual circumstances at each location. The extra cost for Vacuum Truck Excavation was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the invoice submitted by the subcontractor.

To install the wall mounted cantilever sign on the ramp to Pearl Street from southbound US-131, it was decided by the engineer that it would be safer to shut down the ramp than try to maintain traffic on the ramp while putting up the sign. Shutting the ramp down was not set up in the original maintaining traffic. It was decided to use local law enforcement to close the ramp for the short period of time instead of fabricating and setting up detour signs for the closure. The contractor and engineer agreed to split the cost of the police assistance because the closure was not indicated on the plans. The extra cost for Police Ramp Closure was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable based on the invoice submitted by the local police agency.

During the two year project, several signs were damaged by traffic. When possible, the engineer directed the contractor to reinstall signs that were knocked down. The extra cost for Sign, Type I Erect, Salv; Sign, Type II, Erect, Salv and Sign, Type III, Erect, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

MDOT adopted new specifications for signing after the project was let. This change also modified some of the new trusses proposed for the project. The original plans included a 90 foot truss and a 100 foot truss; it was later found that the 100 foot truss was too long and could not be used. This was due to several factors including the location of utilities and limited right-of-way to locate the foundations for the truss. The project office determined that they would not try to recover the cost of this extra because the truss can be used at a different location and was delivered to the MDOT sign shop. The contractor had already fabricated the 100 foot truss and, therefore, requested compensation for the truss. The engineer agreed to pay the contractor the cost to fabricate the truss and have the truss delivered to the MDOT sign shop in Lansing. The extra cost for Truss, Type C, 100 foot was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the invoice from the contractor to fabricate the truss. The costs are completely offset by a reduction in the original bid item on contract modification 6 totaling (\$47,000).

CM 7

The plans called for new guardrail at several locations where the existing guardrail was supposed to be removed to place new signs. At several locations the existing guardrail was determined to be in good shape; therefore, the engineer directed the contractor to reuse the existing guardrail. The extra cost for Guardrail Reconstruct was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index. The costs will be completely offset by a reduction in the original bid item. This will be completed when the item is balanced on the final balancing contract modification.

CM 8

The contractor encountered numerous public and private utilities during excavation and construction of some of the wood post sign foundations at various locations on the project. The contractor spent extra time constructing the foundations at these locations. These difficulties were exasperated due to the tight right-of-way limits of this largely urban project. The extra cost for Post, Wood, 4 inch by 6 inch and Post, Wood, 6 inch by 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on force account records detailing the extra time spent constructing the foundations.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49512.

OVERRUNS

76. **Overrun 2007 - 19**

Control Section/Job Number: 63081-84760 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: P.K. Contracting, Inc.
1965 Barrett
Troy, MI 48084

Designed By: CH2M Hill Michigan, Inc.
Engineer's Estimate: \$361,831.91

Description of Project:

2.38 miles of permanent pavement marking, on M-10 from Beck Road to Lahser Road and I-696 at the Franklin Road interchange, in the City of Southfield, Oakland County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	June 6, 2006	
Original Contract Amount:	\$362,073.05	
Total of Overruns/Changes (Approved to Date):	36,207.31	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	725.00	+ 0.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>42,928.90</u>	+ <u>11.86%</u>
Revised Total	<u>\$441,934.26</u>	+ 22.06%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.20% over the original budget for an **Authorized to Date Amount** of \$399,005.36.

Approval of this overrun will place the authorized status of the contract 22.06% or \$79,861.21 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Mrkg, Polyurea, 6 inch, Yellow	30,907.000 Ft @ \$0.70/Ft	\$21,634.90
Pavt Mrkg, Polyurea, 6 inch, White	30,420.000 Ft @ \$0.70/Ft	<u>21,294.00</u>
Total		<u>\$42,928.90</u>

Reason(s) for Overrun(s):

The increase in the two items is due to an additional area requiring pavement markings. The area on Telegraph Road (US-24) from 11 Mile Road to Swanson Road was originally set up to only have limited pavement markings completed. Due to numerous lane shifts from a previous project, the engineer decided to also replace the longitudinal pavement markings to be consistent with the rest of US-24 and provide a safer more visible longitudinal pavement marking. This caused the increase in quantities of Pavt Mrkg, Polyurea, 6 inch, Yellow and Pavt Mrkg, Polyurea, 6 inch, White causing an overrun in the original items.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 31, 2007, meeting and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 78.02; State Restricted Trunkline, 17.30%; City of Southfield, 4.68%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48037.

77. Overrun 2007 - 20

Control Section/Job Number: 65832-79091 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$907,232.71

Description of Project:

8.10 miles of profile milling, shoulder trenching and paving, approach work, and single course hot mix asphalt resurfacing on Old M-55 from west of Woods Road easterly to west of Green Road, Roscommon and Ogemaw Counties.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	March 15, 2006	
Original Contract Amount:	\$764,991.70	
Total of Overruns/Changes (Approved to Date):	76,499.17	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,159.15	+ 0.67%
Total of Negative Adjustments (Approved to Date):	(6,197.12)	- 0.81%
THIS REQUEST	<u>20,349.00</u>	+ <u>2.66%</u>
Revised Total	<u>\$860,801.90</u>	+ 12.52%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 9.86% over the original budget for an **Authorized to Date Amount** of \$840,452.90.

Approval of this overrun will place the authorized status of the contract 12.52% or \$95,810.20 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

HMA, 13A	581.400 Ton @ \$35.00/Ton	<u>\$20,349.00</u>
Total		<u>\$20,349.00</u>

Reason(s) for Overrun(s):

Due to the existing cross slope of the road, additional hot mix asphalt (HMA), 13A material was needed to provide the desired cross slope for both the normal sections of the road and in the super elevated sections. This caused an overrun in the original bid item HMA, 13A.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its June 5, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48661.

78. **Overrun 2007 – 21**

Control Section/Job Number: 47609-80600-2 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: C & D Hughes, Inc.
3097 Lansing Road
Charlotte, MI 48813

Designed By: DLZ Michigan, Inc.
Engineer's Estimate: \$438,301.75

Description of Project:

0.40 miles of roundabout construction including hot mix asphalt paving, concrete paving, earthwork, roadway obliteration, and concrete curb and gutter on Kensington Road at the Jacoby Road intersection, Livingston County.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	May 5, 2006	
Original Contract Amount:	\$494,565.12	
Total of Overruns/Changes (Approved to Date):	49,456.51	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	31,229.40	+ 6.31%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>29,000.00</u>	+ <u>5.86%</u>
Revised Total	<u>\$604,251.03</u>	+ 22.17%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.31% over the original budget for an **Authorized to Date Amount** of \$575,251.03.

Approval of this overrun will place the authorized status of the contract 22.17% or \$109,685.91 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Aggregate Base, 8 inch	2,500.000 Syd @ \$8.00/Syd	\$20,000.00
Aggregate Base, 10 inch	1,000.000 Syd @ \$9.00/Syd	9,000.00
Total		<u>\$29,000.00</u>

Reason(s) for Overrun(s):

The increase in the two items listed above is due to an error in the calculation for the aggregate base items. One area of the project did not have quantities for these two items included in the quantity used by the contractor to determine the bid. The items were needed to successfully complete the project. The increase of Aggregate Base, 8 inch and Aggregate Base, 10 inch, caused this original item overrun.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its May 31, 2007, meeting and is now recommended for approval by the State Administrative Board on June 5, 2007.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Livingston County, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48380.

These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle
Director

Mr. Pavona adjourned the meeting.

Mr. Pavona presented the Transportation and Natural Resources Committee Reports for the regular meeting of May 30, 2007. After review of the forgoing Transportation and Natural Resources Committee Reports, Mr. Pavona moved that the Transportation and Natural Resources Committee Reports covering the regular meeting held May 30, 2007, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Mr. Hank and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON